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NEW DELHI

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LOK SABHA

Thursday, the 8th May, 1958.

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Applications for Private Housing Colonies in Delhi

***2075. Shri D. C. Sharma:** Will the Minister of **Health** be pleased to refer to the reply given to Starred Question No. 626 on 28th November, 1957 and state:

(a) how many applications for private housing colonies in the controlled areas of Delhi have been granted during 1958 so far; and

(b) how many applications are still pending?

The Minister of Health (Shri Karmarkar): (a) and (b). The Delhi (Control of Building operations) Act, 1955 under which certain areas had been declared as "Controlled Areas" was repealed on 3-12-1957 vide Section 60(1)(b) of the Delhi Development Act, 1957. Under the Delhi Development Act, 1957 there are no "Controlled Areas" now.

Shri D. C. Sharma: May I know what is being done now with reference to what were called 'controlled areas' at one time? How are they being administered?

Shri Karmarkar: Since the Delhi Development Authority was no more concerned with the approval of lay-out plans of housing colonies, it was decided that applications for lay-out plans which were pending with that authority should be transferred to the Municipal Corporation of Delhi and the New Delhi Municipal Committee for disposal with the recommendations of the Authority. It is understood that most of the applications have since been transferred to the abovementioned local authorities and the rest are in the process of transfer. They will deal with them.

Shri D. C. Sharma: May I know how many of these applications have been transferred and how many applications are in the process of being transferred?

Shri Karmarkar: As I said, I have no figures with me. Most of the applications have been transferred and the remaining are in the process of transfer.

Shrimati Sucheta Kripalani: May I know whether the new authorities to whom these applications have been transferred will consider them *de novo* or the past commitments will be implemented?

Shri Karmarkar: I think they will take all relevant factors into consideration.

Shrimati Sucheta Kripalani: Will the past commitments be implemented?

Shri Karmarkar: I think they are competent to take all relevant factors into consideration including past commitments.

E.C.A.F.E.

***2076. Shri P. K. Deo:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Seminar on low cost roads organised by E.C.A.F.E. has recommended to Government that all taxes derived from petrol, diesel, and other fuel oil, lubricants, motor vehicle registrations, toll on roads and bridges should be spent for the development of roads in the underdeveloped areas; and

(b) if so, what action Government are taking on this recommendation?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The Seminar recommended that the revenue derived from various taxes on road transport, including taxes on petrol, diesel oil, and other fuel oils and lubricants, should be pooled into a separate road fund which should be utilised for the development of roads.

(b) The recommendations of the Seminar as adopted by the ECAFE have not yet been communicated to the Government of India. Due consideration would be given to those recommendations when they are received and necessary action would only follow thereafter.

Shri P. K. Deo: May I know what is the amount received by the Central Government and the State Governments from these heads, duties on petrol and diesel oil, registration fees, etc.?

Shri Raj Bahadur: Our information is that the duty on petrol, import duty on vehicles and accessories, excise duty on tyres, State vehicle taxes, sales tax on petrol and passenger and goods taxes roughly amount to Rs. 71 crores.

Shri P. K. Deo: May I know if this amount will be separately earmarked for the purpose of road development or will it be included in the annual revenue receipts of the various State Governments?

Shri Raj Bahdaur: The hon. Member is using the word 'will'. What I said about these taxes was that this is the present state. At the present time we do not specifically earmark all the revenues derived from these sources to development of roads. But, we are spending about Rs. 80 crores annually on road construction and road maintenance as against Rs. 71 crores derived from the various taxes. That is the rough estimate.

Shri Viswanatha Reddy: Out of Rs. 71 crores mentioned by the hon. Minister, how much is transferred annually to the Central Road fund?

Shri Raj Bahadur: That comes to Rs. 4 crores so far as the Central Road fund is concerned.

Shri C. R. Pattabhi Raman: In view of the great difficulty experienced by the State Governments in so far as delta roads are concerned,—Godavari and Tanjore districts where road-making is very difficult and very poor —will there be any provision for that?

Shri Raj Bahadur: That is a matter of principle that would have to be adopted by this House or by the State legislatures in consultation with one another.

Bhakra Project

*2077. **Shri Harish Chandra Mathur:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether a team appointed by Planning Commission to examine the Bhakra Project suggested a reduction to the extent of 7 crores;

(b) what are the major recommendations and items of savings; and

(c) what decision Government have taken?

The Deputy Minister of Irrigation and Power (Shri Jaisukhlal Hathi): (a) to (c). A statement giving the information is laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 1]

Shri Harish Chandra Mathur: May I know who were the persons who constituted this team appointed by the Ministry of Irrigation and Power and whether there was a competent Engineer on that team? If that is so, how is it that while the team had recommended a reduction of Rs. 3·51 crores on the Bhakra dam, subsequently you want to increase the amount? Instead of cutting Rs. 3.5 crores as suggested by that team, you want to incrsase Rs. 2.46 crores.

Shri Hathi: The supplementary question deals with two or three questions. First, the hon. Member wants to know the names of the members of the team....

Mr. Speaker: He is only particular about whether an Engineer is one of them.

Shri Hathi: There were two Engineers, one a Power Engineer and one an Irrigation Engineer. Then, there were the Joint Finance Secretaries of both the States and the Finance Secretary of the Government of India. They looked into the question as a whole. Taking into account the rise in prices of steel, cement and various other things, there was an overall excess and reduction. The net result has been shown as Rs. 2·46 crores.

Shri Harish Chandra Mathur: My question is this.

Mr. Speaker: His question is this. If there were two Engineers already in the team and they suggested a reduction, why should it be now increased by the Central Government by Rs. 2·46 crores. Am I right?

Shri Harish Chandra Mathur: Yes.

Mr. Speaker: The answer has been given that they have taken into account all these matters, rise in price and various other things and they have to increase it by Rs. 2 crores.

Shri Harish Chandra Mathur: Both of them must have taken into account the rise in prices.

Mr. Speaker: I am not arguing these matters. The hon. Member put the question why there is increase, and the hon. Minister has answered, rise in price, etc. We are going further and asking: did they not take into account the rise in prices.

Shri Hathi: I can even explain that. This report of the team was sent to the Bhakra Control Board. Then, the Bhakra Control Board appointed a sub-committee. This committee looked into the recommendations made by this team. Then there was a discussion between this team and the sub-committee. Then, this was the agreed decision. That, is, the several points which had been raised by the team had to be explained by the sub-committee which had looked into the recommendations. Then, both of them discussed. The matter was then placed before the Planning Commission. The Planning Commission also considered the recommendations and the discussion which this team had with the sub-committee and after all this, this is the agreed solution.

Shri Harish Chandra Mathur: My question is restricted only to item 1, not the whole thing. I am not going into the whole case. Item 1: in this, Rs. 3·51 crores were recommended to be cut down. May I know what are the ingredients which constitute this cut of Rs. 3·51 crores? How is it that instead of cutting down Rs. 3·51 crores you are increasing it by Rs. 2·46 crores, on this particular item? What are the ingredients which had been accepted and what are those which are added?

Shri Hathi: I have not got the break-up of each item, of the amount of increase of Rs. 3·51 crores or the amount of decrease of Rs. 2.46 crores. On the financial stocktaking of all included items, there was an excess of 6·68 crores and a saving of Rs. 4·22 crores resulting in a net excess of Rs. 246 lakhs. The item is not to be taken individually as to why this saving was not taken into account and why this excess. They have to look into all aspects. Ultimately this was the final result. I have not got the break-up of Rs. 3·51 crores.

Shri Panigrahi: May I know whether there is any proposal for examining the other river valley projects also?

Shri Hathi: Generally, the estimates are sanctioned by the Planning Commission. As the House knows, the final estimates for Bhakra had not been approved. Only after examination, they have been approved. In fact, all the estimates of river valley projects have to be approved by the Planning Commission. They are examined by the Technical Advisory Committee and approved by the Planning Commission.

Mr. Speaker: I will make one suggestion regarding this matter. The Estimates Committee is here. In all cases where any hon. Member wants to pursue the matter and feels that enormous amounts are being voted or spent, they can write to the Estimates Committee. The Chairman will be ready to find out. If he is satisfied that there is a *prima facie* case for going into the matter, he will ask the Minister and the Member to find out as to what exactly are the reasons, instead of pursuing the details in the House. Next question.

C.D. and N.E.S. Blocks

***2078. Shri Sanganna:** Will the Minister of **Community Development** be pleased to state:

(a) whether the attention of the Government has been drawn to the report made by the special officer appointed by the Ministry of Transport and Communications in the year 1957, about the standards of construction of roads built under the Community Development and National Extension Service Projects in the country; and

(b) if so, what is the reaction of the Government thereto?

The Minister of Community Development (Shri S. K. Dey): (a) Yes, Sir.

(b) The observations made in the Report are in accord with the views of this Ministry and have been brought to the notice of the State Governments for consideration and necessary action.

Shri Sanganna: May I know whether the principles enunciated in the Nagpur Plan of 1943 have not been followed in the road construction programme of the N.E.S. and C.D. blocks?

Shri S. K. Dey: There was very little co-ordination between the plans of the P.W.D. in the States and the *ad hoc* construction that went on in the N.E.S. and C.D. areas. For the first time we are now making an effort to integrate the over-all road plan of India visualised by the Communications Ministry with the village-connecting road schemes under the community development programme.

Shri Sanganna: In view of the fact that each C.D. and N.E.S. project has got engineering staff, why is there defect in the construction programme?

Shri S. K. Dey: There is only one overseer provided for a block to look after all the requirements there including minor irrigation, housing and what not. It is difficult for one man, without any proper supervision from the top, to provide all the assistance which is expected.

Shri Palaniyandy: May I know whether after the laying of the roads in the C.D. and N.E.S. blocks, the District Boards are not willing to take them over because of paucity of funds? Will the Central Government consider helping the district boards so that these roads are taken over and maintained by them properly.

Shri S. K. Dey: As the hon. Member knows, there is now a proposal for integrating the programme under community development with the local statutory bodies. When that comes about, I think this question will be automatically taken care of.

Shri C. R. Pattabhi Raman: May I know whether periodical inspection is being made apart from the overseers with regard to cement and other materials used in road building because there is a lot of complaint?

Shri S. K. Dey: To the extent that supervisory staff is available at the district level, and at their discretion, this is being done.

There has been, as I mentioned, no integration between the activities of the department and what was being done in the blocks. For the first time we are making an effort to bring about that integration.

Shri Raghubir Sahai: I would like to know what particular kind of roads are meant by this question. Are they inter-village roads, are they approach roads or long distance roads?

Shri S. K. Dey: I think the question implied village connecting roads.

सेठ अचल सिह : क्या माननीय मन्त्री महोदय यह बताने की कृपा करेंगे कि १९५७ में कच्ची रोड्ज कितनी बनी हैं ?

Shri S. K. Dey: Sorry, Sir. I would require notice for that.

Shri Shree Narayan Das: May I know what arrangements have been made for the maintenance and upkeep of these roads by the various Governments?

Shri S. K. Dey: Village panchayats usually are taking care of maintenance, and where they do not exist, the village *ad hoc* bodies as they exist there.

Shri Shree Narayan Das: May I know whether the State Government contributes anything to the various panchayats for maintenance?

Shri S. K. Dey: Very little so far has been contributed by the State Government for maintenance, although for initial construction some money is contributed for the provision of culverts, bridges etc.

श्री भक्त दर्शन : क्या माननीय मंत्री जी के ध्यान में यह बात आई है कि बहुत से विकास खंडों में गांव वालों ने जो मोटर-सड़कें तैयार कर ली थीं, वे अगली बरसात में समाप्त हो गईं, और इस लिए क्या प्रान्तीय सरकारों से यह अनुरोध किया जा रहा है कि जब वे अपना सड़क विकास का कार्यक्रम बनायें, तो सब से पहले उन सड़कों को लिया जाय, जो कि श्रमदान के द्वारा बनी हैं ?

Shri S. K. Dey: We are aware of this and this has been brought to the attention of the Government, and it is being repeated.

Shri Bhakt Darshan: With what result?

Pandit D. N. Tiwary: May I know the number of roads or the mileage of roads which has become useless after construction by the local panchayats?

Shri S. K. Dey: A certain percentage of the roads certainly will have become useless. Sometimes the village people are so enthusiastic about mass participation in this road programme that they take up road construction even without any assistance or guidance from the Government.

Shri Ranga: Are any steps being taken to augment the resources of the village panchayats in order to enable them to maintain these roads, culverts, tanks and other things that are being built now?

Shri S. K. Dey: These are being considered now.

Shri Tangamani: In view of the observation that these roads which are constructed under the C.D. and N.E.S. scheme are of very low standard, will the Government consider the question of inspecting them periodically, once in three years or so, so that wherever reconstruction is necessary that may be done because we think most of these roads require reconstruction.

Shri S. K. Dey: This is exactly the objective of the proposal for integration as I mentioned earlier.

Shri Damani: May I know what system of co-ordination is being maintained between the Ministry of Transport and the Ministry of Community Development especially in the matter of public works and road construction, and how it is effectively maintained?

Shri S. K. Dey: So far, I must confess, there was no co-ordination, but as I mentioned earlier, an effort is now being made and I believe we have practically approached the final stage of our negotiations between the two Ministries.

Air Mail Service in North Bihar

***2079. Shri Anirudh Sinha:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the introduction of air mail service in North Bihar is in the active consideration of Government; and

(b) if so, by what time the decision is likely to be taken and services introduced?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A statement is laid on the Table of the Lok Sabha. [*See* appendix IX, annexure No. 2.]

श्री अनिरुद्ध सिंह : इस स्टेटमेंट में कहा गया है– "......there is also, no proposal under consideration for introduction of such a service at present".

२६ दिसम्बर, १९५७ को जब भूतपूर्व संचार और परिवहन मंत्री दरभंगा गए थे, तो वहां की वाणिज्य परिषद् के मान पत्र के जवाब में उन्होंने कहा था कि उत्तर बिहार में शीघ्र ही एयर मेल सर्विस चालू करने का विचार गवर्नमेंट कर रही है। मैं जानना चाहता हूं कि क्या मंत्री के बदलने से सरकार की नीति में भी परिवर्तन हो जाता है ?

श्री राज बहादुर : मैं माननीय सदस्य को विश्वास दिलाना चाहता हूं कि मंत्री के बदलने से नीति में परिवर्तन नहीं होता है, किन्तु जो कुछ भी कठिनाइयां सामने हैं, वे विस्तारपूर्वक इस स्टेटमेंट में बता दी गई हैं और उन्हीं की ओर मैं माननीय सदस्य का ध्यान पुनः आकर्षित करना चाहता हूं

श्री अनिरुद्ध सिंह : इस स्टेटमेंट में कहा गया है कि उत्तर बिहार में एयर मेल सर्विस चालू करने के लिये पोस्ट मास्टर जनरल, बिहार का वार्तालाप बिहार सरकार और बिहार फ्लाइंग क्लब के साथ चल रहा है। मैं जानना चाहता हूं कि कौन कौन से शहरों के लिये हवाई जहाज से डाक पहुंचाने के लिये वार्तालाप चल रहा है और यह वार्तालाप कब खत्म होगा ?

श्री राज बहादुर : माननीय सदस्य ने जो पहले कहा था कि नीति बदल गई है, वह बात उनके इस प्रश्न से साफ़ हो गई है, क्योंकि वार्तालाप चल रहा है। लेकिन वह वार्तालाप बिल्कुल सीमित जगहों के लिए है और जो दो संस्थायें हैं, उनके ऊपर ही उसका आधार है, यानी जो गवर्नमेंट के फ्लाइंग प्लेन और बिहार फ्लाइंग क्लब के प्लेन हैं, उनके ऊपर उस का आधार है। लेकिन मैं बताना चाहता हूं कि पटना, मोतीहारी, मुज़फ्फरपुर, दरभंगा और पूर्निया में हम हवाई जहाज़ के द्वारा डाक ले जाने की व्यवस्था करें, तो एक दिन में ४२० रुपए लगेंगे और आमदनी कुल १०६ रुपए होगी। तो जहां तक घाटे का सवाल है, यह बिल्कुल स्पष्ट है कि प्रति वर्ष काफ़ी घाटा पड़ेगा। तीन चार जगहों के लिए साल भर में एक लाख का घाटा उठाना पड़ेगा ।

श्री अनिरुद्ध सिंह : इस स्टेटमेंट के अन्त में कहा गया है "The proposal has been considered several times in the past but it had to be given up as it was found that the cost of operation of a service exclusively for the conveyance of mails would be unduly prohibitive."

मैं सरकार का ध्यान इस ओर आकृष्ट करना चाहता हूं कि क्या कभी उन्होंने यह बात दर्याफ़्त की है कि उत्तर बिहार में पटना से जाने वाले पैसेंजर्स भी काफ़ी मिल सकते हैं और पैसेंजर ट्रैफ़िक और एयर मेल दोनों साथ जाने से क्या सरकार को घाटा रहेगा ?

श्री राज बहादुर : मैं माननीय सदस्य का ध्यान इस तरफ़ आकर्षित करना चाहता हूं कि पहले मुज़फ़्फ़रपुर को सर्विस चालू की गई थी और वह जुलाई, १९५७ में इस लिए छोड़ देनी पड़ी कि वहां पर पर्याप्त मात्रा में मुसाफ़िर नहीं मिले ।

Mr. Speaker: Shri Agadi. Absent.

Shri Wodeyar: I have been authorised.

Mr. Speaker: When we exhaust all the questions.

रेलवे में स्वास्थ्य एकक

*२०८१. **श्री जगदीश अवस्थी** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या रेलवे में स्वास्थ्य एकक बनाने की योजना पूर्णतः कार्यान्वित हो गई है; और

(ख) यदि नहीं, तो विलम्ब के क्या कारण हैं ?

रेलवे उपमंत्री (श्री शाहनवाज खां): (क) और (ख). जी नहीं, लेकिन इसमें कोई देर नहीं हुई है । बीमारियों की रोक थाम पर ध्यान दिया जा रहा है और मौजूदा दवाख़ानों को हैल्थ यूनिटों में बदलने और नये यूनिट खोलने का काम एक योजना के अनुसार आगे बढ़ रहा है ।

श्री जगदीश अवस्थी : क्या माननीय मंत्री जी यह बताने की कृपा करेंगे कि ये जो हैल्थ यूनिट्स बनाए गये हैं, इनका कार्य-क्षेत्र क्या होगा ?

श्री शाहनवाज खां : इन का कार्य-क्षेत्र तो वही है, जो डिस्पेंसरियों का था, यानी रेलवे के कर्मचारियों के बीच में काम करना, लेकिन इस में डिस्पेंसरियों से थोड़ा फ़र्क इस तरीके से है कि डिस्पेंसरियों में जो बीमार पहुंचता था, उनका इलाज किया जाता था, जब कि ये जो हैल्थ यूनिट बनेंगे, वे बीमारियों को पहले से रोकथाम का काम करेंगे ।

श्री जगदीश अवस्थी : इन हैल्थ संटर्स के अन्तर्गत जो सैनिटरी इंस्पैक्टर्स और डाक्टर रखे जावेंगे, उनकी योग्यतायें क्या होंगी ?

श्री शाहनवाज खां : उनकी योग्यतायें तो वही होंगी कि जो काम उनके सुपुर्द किये जाएगें उनको वें काबलियत के साथ पूरा कर दें ।

Shri Jagdish Awasthi: May I know the qualifications of the sanitary inspectors and doctors?

Mr. Speaker: I understood the Deputy Minister to say that they should have all the qualifications that are necessary for the doctors.

Shri Shahnawaz Khan: That was what I said.

Dr. Sushila Nayar: The Deputy Minister has said that these units will be doing preventive work as well as curative work. Now, he says that whatever work is entrusted to them, they will discharge the duties accordingly. Is there no definite plan as to the diseases that they should prevent, the types of ailment they are going to treat and so on or is it a sort of loose and undecided plan as to what they are going to do?

Shri Shahnawaz Khan: There is no looseness about the plan. It is a very decisive plan. And very typical plans have been worked out, and those plans will be carried out.

Purchase of rice in Orissa

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*2082. { **Shri Panigrahi:**
Shri P. G. Deb:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Orissa Government has requested the Central Government for taking over fine and superfine varieties of rice purchased by them; and

(b) whether the State Government has informed the Centre about the quantity of rice which is available in Orissa for sale?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) The Orissa Government has requested the Government of India to take over the surplus stocks of only superfine rice.

(b) Yes, Sir.

Shri Panigrahi: May I know the quantity of superfine rice that the State Government have offered for sale to the Union Government?

Shri A. M. Thomas: The Orissa Government have at present offered 10,000 tons of superfine rice, and they think they will be able to supply us a further quantity of 10,000 tons of superfine rice.

Shri Panigrahi: May I know the price fixed for the purchase of this rice from Orissa, and the procurement target fixed for 1958-59 for Orissa?

Shri A. M. Thomas: The price has not been fixed. It is under negotiation. No target has been fixed. The procurement prices are Rs. 16 for fine variety, and Rs. 16-12-0 for the superfine variety.

Pandit D. N. Tiwary: Since Government are supplying very little rice to Bihar, will they consider the desirability of supplying this fine rice to Bihar?

The Minister of Food and Agriculture (Shri A. P. Jain): There is no relationship between the purchase of rice from Orissa and the sale of rice in Bihar. We have fixed a certain quantity after discussing the problem with the Bihar Government,—and we are going to supply it.

Shri Jaganatha Rao: May I know the quantity of rice so far procured in Orissa?

Shri A. M. Thomas: Up to 31st March, 1958, the quantity procured is 41,798 tons of rice and 17,158 tons of paddy.

Shri Ranga: How is it that when the procurement price has been fixed there are still negotiations going on between the Orissa Government and the Government of India? Are we to understand that the price at which the Government of Orissa would be selling it to the Government of India would be much higher than the procurement price? And what would happen to the margin?

Shri A. P. Jain: The position is that the Orissa Government have incurred certain expenses in procuring the rice and in bagging and other things. There is no dispute about the procurement price. The negotiations are going on about these charges.

Shri Panigrahi: May I know the amount so far advanced to the Orissa Government for procurement of rice for 1958-59?

Shri A. M. Thomas: Sanction has been issued allowing them to obtain cash credit accommodation up to one crore of rupees from the State Bank.

Shri P. K. Deo: Is it a fact that the procurement price is the lowest in Orissa?

Shri A. P. Jain: No, it is on a par with that in the other States.

Railway Freight Structure Enquiry Committee

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*2083 { **Shri Tangamani:**
Shri S. M. Banerjee:

Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 718 on the 7th

March, 1958 and state the latest position as regards the implementation of the recommendation of the Railway Freight Structure Enquiry Committee?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Examination of the recommendations of the Committee for the revision of the railway freight rate structure has since been completed and Government's decision thereon will be announced shortly.

Examination of the recommendations of the Committee for change in the responsibility of railways as carriers is in hand.

Shri Tangamani: On the 7th March, 1958, the Minister of Railways stated that Government would be able to announce the result of their examination during the present Session of Parliament. May I know whether the recommendations of this committee will be placed on the Table of the House?

Shri Shahnawaz Khan: The report of the committee has been very thoroughly scrutinised and discussed between the Railway Ministry, the Planning Commission and other Ministries concerned; and that process having been gone through, the matter is before the Cabinet for a decision, and as soon as the Cabinet have taken a decision, it will be made public.

Shri S. M. Banerjee: May I know whether this committee have recommended increase in railway freight and fare, and if so, whether before implementing those decisions, this House will be taken into confidence, and the Members allowed an opportunity for discussing it?

Shri Shahnawaz Khan: As I said, the matter is before the Cabinet, and I would not like to give out anything before they take a decision.

Shri Tangamani: Before the actual proposals are formulated, may I know whether at least the recommendations which have been made will be laid on the Table of the House, so that the House will be in a position to take them up later on?

Mr. Speaker: The hon. Member wants to know whether before the conclusion of the present Session, that is, tomorrow, there is any likelihood of the recommendations being placed on the Table of the House.

Shri Shahnawaz Khan: There is no likelihood.

Mr. Speaker: Next question.

Shri Tangamani: But......

Mr. Speaker: There is no question of 'But' here. Hon. Members can only ask a question and elicit an answer. They cannot argue this matter.

Shri Tangamani: It was stated that they would be made available.

Mr. Speaker: It may have been stated, but they are not carrying it out. Hon. Members have got a number of remedies. If it has been stated, and it is not being carried out, he has given an explanation for it already. According to the schedule, and according to the exact hour and minute of the clock, things may not be able to be resolved; they are changing.

Shri Tangamani: In reply to the earlier part of the question, he said that the matter was still under consideration

Mr. Speaker: Now, he has said that it is under the consideration of the Cabinet.

Shri Tangamani: The Minister had stated earlier that it would be made available during this Session.

Mr. Speaker: The hon. Member is again and again making a suggestion. The Deputy Minister says that it is being looked into by the Cabinet. There is only one more day, that is, tomorrow, for the session to conclude. If the Deputy Minister says that it is physically impossible to do so, I would not pursue this question.

World Bank Loan for Ports Developments

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*2086. { **Dr. Ram Subhag Singh:**
Shri Tangamani:
Shri S. M. Banerjee:
Shri Vajpayee:

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 109 on the 13th February, 1958 and state:

(a) whether World Bank have since granted any loan to India for development of ports;

(b) if so, the amount of that loan; and

(c) the terms on which that loan has been granted?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Negotiations have been completed for the grant by the World Bank of loans for the port authorities of Calcutta and Madras. The loan agreements are expected to be signed shortly.

(b) and (c). A statement is laid on the Table of the Sabha. [*See* Appendix IX, annexure No. 3]

Dr. Ram Subhag Singh: From the statement, I find that $14 million have been granted for the Madras port, and $29 million for the Calcutta port. May I know the total outlay needed for the development of these ports, and the total foreign exchange requirements?

Shri Raj Bahadur: In terms of rupees, the figures are as follows:

	Calcutta	*Madras*
Total outlay during the Plan	Rs.24,42,36,000	Rs. 14·55 crores
Local expenditure	Rs.12,11,00,000 and a little more	Rs.7·06 crores and a little more.
Foreign exchange content	Rs.12,30,00,000	Rs. 6.88 crores

Dr. Ram Subhag Singh: May I know whether the programme of construction and development of these ports has been taken up?

Shri Raj Bahadur: On our own basis, because we have got the plans approved, the port authorities are proceeding with such items as they can handle.

Shri Tangamani: From the statement, I find that the period of the loan is 20 years, and the repayment will commence from 1963 onwards. May I know whether according to the settlement which has been arrived at, the materials have been imported to the Madras port, and also whether there is any stipulation in the loan agreement itself that these materials will have to be purchased from any particular country?

Shri Raj Bahadur: The materials have not yet been imported out of the proposed loan. The agreement for the proposed loan is yet to be entered into, signed and executed.

As regards the question of restriction, there is no restriction. We shall procure all these materials on the basis of a global tender.

Shri Tangamani: May I know by what date this agreement will be entered into? For, we have already passed a legislation here giving guarantee.

Shri Raj Bahadur: I cannot exactly give the date, but I think in the course of the next month we should be able to do it.

Shri Khimji: May I know whether over and above the loan sanctioned for Madras and Calcutta, a loan of Rs. 2½ crores has already been sanctioned for the Kandla port?

Shri Raj Bahadur: Not from the World Bank.

Shri Damani: Apart from the World Bank loan, are we negotiating or proposing to negotiate for further loans or aids from other countries like U.S.A. or Japan to develop our other ports?

Shri Raj Bahadur: So far as these two ports are concerned, since the foreign exchange content would be met out of the loans we are now negotiating, I do not think we need go to other countries specifically for these two ports. Apart from that, in respect of the Visakhapatnam port, we think we may get something out of the U.S. President's Asian Development Fund.

Shri S. C. Samanta: During 1956, the World Bank team that visited India and examined the requirements of the railways and ports in India, recommended that a port should be established on the western bank of the river Hooghly. Is that correct? If so, in the negotiations that are now going on is this being discussed, and how much money is expected for it?

The Minister of Transport and Communications (Shri S. K. Patil): That question is still under very active investigation. It has no reference to the present loan that we are taking.

Shri Joachim Alva: The total amount of loan for Madras and Calcutta ports is $43 million. Was any requisition made for the Bombay Port or has any thing been allotted for that port?

Shri S. K. Patil: We replied the other day to a question that so far as Bombay was concerned, we could not expedite the matter in a way to approach the World Bank, because the terms were different. I said in my speech that the Bombay Port Trust wanted 50 per cent. as an outright grant free from us. That could not be arranged. Yet, that does not mean that the development of Bombay Port will stop.

It will be taken up. The matter is under examination.

Shri C. K. Bhattacharyya: May I know whether any part of the loan for the Calcutta Port is going to be spent or allotted for the additional port suggested on the banks of the Ganges?

Shri S. K. Patil: This loan has nothing to do with that. These are different problems. There are proposals for one port and another. The whole question is under investigation, and it is linked up with the Calcutta port and the training of the river. Therefore, that has nothing to do with this particular loan.

Diversion of Ghoghra near Suraimanpur Railway Station

*2088. **Shri Radhamohan Singh:** Will the Minister of **Railways** be **pleased** to state:

(a) whether the protective work undertaken near Suraimanpur Station on North Eastern Railway to divert the course of the river Ghoghra and protect the railway line has been stopped;

(b) if so, the reasons therefor;

(c) whether the work was proposed to be completed before the onset of the rainy season; and

(d) if so, whether Government propose to restart the work at once?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The protective works undertaken near Suraimanpur Station to divert the course of the River Ghoghra and to protect the Railway line are as under:—

(i) Provision of an intermediate retired alignment of the railway;

(ii) provision of sal-bullah permeable spurs along the eroded portion;

(iii) provision of a tree boom across the South channel at point of bifurcation.

The first two works are going apace but the work on the third item has been deferred for the present.

(b) The Government of Bihar have protested against item (iii).

(c) Yes, Sir.

(d) The Railway have taken up the matter at a very high level with the C.W.P.C. who have advised that the subject will be discussed at the meeting of the Central Flood Control Board scheduled to be held on the 12th May, 1958.

Shri Radhamohan Singh: May I know the grounds on which the Bihar Government has objected?

Shri Shahnawaz Khan: The Bihar Government has objected to the closing of the south channel and diverting the water to the north channel on the ground that it may do harm to the territory in Bihar State.

Shri Radhamohan Singh: Is it a fact that the project was taken up after consultation with the experts?

Shri Shahnawaz Khan: The plan was duly considered and various Ministries and Governments concerned were consulted and steps taken. But the Bihar Government objected. As I said, the matter is going to be discussed again at a very high level.

Shri Shree Narayan Das: Have Government any information as to how many villages falling in Bihar area will be affected if the river is diverted?

Shri Shahnawaz Khan: It is rather difficult for me to say how many villages would be affected in future. It all depends on the intensity of floods. It is a thing beyond what I can say.

Mr. Speaker: Whenever a scheme is undertaken, they have a rough idea as to the number of villages that will be affected and so on.

Shri Shahnawaz Khan: I have no idea.

Pandit D. N. Tiwary: May I know whether before starting this work any survey was made on the other side of the Ghoghra falling in Bihar to see whether any damage to the villages in the district of Saran in Bihar is going to be done or not?

Mr. Speaker: All steps will be taken to see that damage is avoided.

Pandit D. N. Tiwary: I want to know whether before starting the work any survey or inquiry was made about that.

Shri Shahnawaz Khan: The matter was considered by technical experts and they took this decision. The Bihar Government has objected to it. We have referred the matter to the Central Flood Control Board who are considered to be the highest authority in the matter. Whatever be their decision, we will follow it.

श्री भक्त दर्शन : क्या यह सच है कि जव यह वांध वनाने का काम शुरू हुआ था तो बिहार सरकार ने अपनी स्वीकृति दे दी थी ? तो अब वह क्यों एतराज कर रही है ?

श्री शाहनवाज खां : मेरे ख्याल में विहार सरकार ने स्वीकृति तो नहीं दी थी ।

Shri Radhamohan Singh: Do Government still hope to finish the work by the end of May?

Shri Shahnawaz Khan: We hope to finish this work before the monsoon sets in.

Water Scarcity in West Delhi

*2089. { **Shri S. M. Banerjee:**
Shri Tangamani:
Shri Vajpayee:

Will the Minister of **Health** be pleased to state:

(a) whether there is paucity of filtered water in West Delhi; and

(b) if so, the steps taken to overcome this difficulty?

The Minister of Health (Shri Karmarkar): (a) Yes, Sir.

(b) (i) Necessary works for augmenting the existing water supply of Delhi from 62 million gallons per day to 90 million gallons per day are in hand.

(ii) Water supply mains are being laid along Najafgarh Road.

Shri S. M. Banerjee: May I know if this water scarcity is due to the abnormal fall in the water level of Jumna? If so, what steps are taken to overcome this difficulty.

Shri Karmarkar: Till now there has been no appreciable difficulty. But there is likely to be difficulty, if the Jumna takes it into its head!

Dr. Sushila Nayar: Have the Government entered into any agreement with the Governments of U.P. and Punjab to allow the minimum required cusecs of water to flow down the Jumuna to ensure the water supply of Delhi?

Shri Karmarkar: That is our usual arrangement, and in case of scarcity, we shall adopt that method again. I am not aware of any formal agreement between us and the Governments of U.P. and Punjab in the matter.

Dr. Sushila Nayar: Is the hon. Minister aware that every year there is this trouble and every year arrangements have to be made to allow water at Tajewala Headworks to flow down the Jumna to ensure water supply for Delhi? If so, has anything been done about it for this summer?

Shri Karmarkar: For this summer, we do not anticipate any hazard. But with a view to have a long-term solution of this problem, we have to have an exchange of views with the Punjab and U.P. Governments. At the official level, we have arranged for a meeting in the near future.

Shri Tangamani: The Minister himself has admitted the paucity of filtered water in this area. I would like to know whether it has been brought to his notice that in Tilak Nagar, particularly, one bucket of drinking water is being sold at Re. 1?

Shri Karmarkar: The one rupee a bucket business arose out of the difficulty with the pumping set. That has nothing to do with the water level in Jumna, if I mistake not.

Shri Tangamani: The original question relates to water scarcity.

Mr. Speaker: Hon. Members evidently want to know whether that has been set right.

Shri Karmarkar: I have no information on the matter. I was not prepared for that question on this question. But I shall ascertain.

Mr. Speaker: Every hon. Member must have seen in the newspapers the alarming news about water scarcity. Therefore, I thought that the Minister would have come prepared. It appears in Australia Ministers are not given notice of ten days to answer questions. The Minister is supposed to be in the know of everything, except minute details. Even offhand, he must be able to answer. It is a very important matter

Shri Karmarkar: I am prepared to say offhand, subject to a measure of correction. This occurred a week back and then our information was that it was due to the necessity of repairs in the particular pump. What we learnt then was that it would take a few days. Since no complaint has been received, I presume it has been set right.

Shri Tangamani: Sir, this relates to the question of water scarcity in West Delhi.

Shri S. M. Banerjee: Sir, the question pertains to West Delhi and..

Mr. Speaker: There is no meaning in both hon. Members talking together. Hon. Members would kindly stand and if they catch my eye they can put questions; otherwise not.

Shri S. M. Banerjee: The question actually pertains to West Delhi. Tilak Nagar, Ramesh Nagar, Tihar and all these places are in West Delhi, where there is tremendous scarcity of water. May I know from the hon. Minister what positive steps have been taken with regard to removing this difficulty—in these areas particularly?

Shri Karmarkar: As I said, parts of Delhi suffer from want of adequate water supply. The only good solution for that is the long-range solution. We hope that that arrangement would be complete by the middle of next year. Till then the arrangements are bound to be unsatisfactory in some places, partially satisfactory in some places and fully satisfactory in some other places.

Water Supply to Agartala

*2090. **Shri Bangshi Thakur:** Will the Minister of **Health** be pleased to refer to the reply given to Starred Question No. 61 on the 12th November, 1957 and state the progress made in regard to the Agartala Water Supply scheme and when it will be completed?

The Minister of Health (Shri Karmarkar): The original Scheme pertaining to Agartala Water Supply costing Rs. 17 lakhs for which administrative approval was accorded in March, 1957, has recently been completely revised by the Tripura Administration. The revised preliminary estimates costing Rs. 40·0 lakhs approximately were forwarded by Tripura Administration to the Government of India on 24th February, 1958. These were scrutinised by the Additional Chief Engineer, C.P.W.D. and further necessary particulars have been called for from the Tripura Administration which are awaited.

Shri Bangshi Thakur: On a careful examination of the drinking water in Agartala town by the experts of Calcutta, germs of typhoid, chronic dysentery and cholera were found in it. So, the Government of India sanctioned and allotted Rs. 17 lakhs for the drinking water supply of Agartala long long ago, not in the year 1957 but in the year 1956. May I know why there has been delay in the execution of the work and also when it is expected to be started and completed?

Shri Karmarkar: I am afraid these points were replied to by me earlier. The Rs. 17 lakhs scheme was there but it was radically revised and came to Rs. 40,50,00. The revised preliminary estimates costing Rs. 40 lakhs were forwarded to Tripura Administration for their concurrence by the Additional Chief Engineer, C.P.W.D. Additional particulars have been called for from Tripura and these are the reasons for the delay.

Shri Bangshi Thakur: May I know if the work will be started and completed this year?

Mr. Speaker: Is there a chance of its being completed this year?

Shri Karmarkar: That is more than I can say; unless the details come in and are examined, I am not in a position to say that. But, we shall try to expedite the matter.

Shri C. K. Bhattacharyya: What I wanted has been answered already. I wanted to know when it is going to be started.

Mr. Speaker: Yes; next question.

केन्द्रीय कृषि कालेज, दिल्ली

*२०६१ { **श्री भक्त दर्शन :**
श्री दी० च० शर्मा :

क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय कृषि कालेज, दिल्ली के बन्द हो जाने मे कितने अध्यापक तथा अन्य कर्मचारी बेकार हो जायेंगे ; और

(ख) जो अध्यापक तथा अन्य कर्मचारी बेकार हो जायेंगे उन्हें उपयुक्त काम दिलाने के लिये क्या कदम उठाये जा रहे हैं ?

सहकारी मंत्री (डा० पं० शा० देशमुख): (क) ३६.

(ख) इन ३६ कर्मचारियों में से २१ को तो भारतीय कृषि अनुसन्धान संस्था में उपयुक्त पदों पर लगाये जाने की उम्मीद है और पांच को अपने पुराने दफ्तरों को वापिस जाने की आशा है। बाकी प्रभावित कर्मचारियों

के नाम, उनकी योग्यता और अनुभव के ब्यौरे के साथ, उपयुक्त समान पद दिलाने के विचार से अनेकों मन्त्रालय और उनसे सम्बन्धित व अधीनस्थ दफ्तरों को भेजे जा रहे हैं ।

श्री भक्त दर्शन : श्रीमन्, क्या माननीय मंत्री जी यह बताने की कृपा करेंगे कि यह कृषि विद्यालय जब कि दस वर्षों से बहुत अच्छी तरह और सफलतापूर्वक चल रहा था तो उसे बंद करने की क्या ज़रूरत पड़ी ?

डा० पं० शा० देशमुख : इसके बारे में तो सब की एक राय हो गई थी कि इसे बंद कर दिया जाये । ऐस्टिमेट्स कमेटी की और युनिवरसिटी ग्रान्ट्स कमिशन की दोनों की यही राय थी । इसके बारे में काफी विचार हुआ था और शुरू से ही सब लोग इसके चलाने के खिलाफ थे । साथ ही साथ सन् १९५० से दस नये एग्रीकलचरल कालिजेज़ हिन्दुस्तान में बने हुए हैं। और इसलिए इस की आवश्यकता बिलकुल नहीं रही ।

श्री भक्त दर्शन : माननीय मंत्री जी ने अभी बताया कि कुछ कर्मचारियों को तो निश्चित तौर से स्थान दिया जा रहा है लेकिन कुछ के बारे में लिखा पढ़ी हो रही है, तो क्या गवर्नमेंट यह अपना कर्त्तव्य नहीं समझती है कि पिछले दस वर्षों से जिन लोगों की सेवाओं का उपयोग किया जा रहा है उनको स्थायी और निश्चित रूप से काम पर लगाया जाये और उनको नौकरी दिलाई जाये ?

डा० पं० शा० देशमुख ; गवर्नमेंट ऐसा करना अपना कर्त्तव्य समझती है और मैंने अपने जवाब में बतलाया है कि बाकी प्रभावित कर्मचारियों के नाम और उनकी क्वालिफ़िकेशंस व अनुभव के ब्यौरे के साथ अनेकों मंत्रालयों से लिखा पढ़ी हो रही है और यह कोशिश की जा रही है, कि उनको कुछ न कुछ अलटरनेटिव एम्पलायमेंट मिले ।

Shri Bose: May I know how many of these 36 who will be discharged are teachers and how many other staff?

Dr. P. S. Deshmukh: I am sorry I have not got the break-up.

Food Situation in Tripura

***2092. Shri Dasaratha Deb:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the price of rice has gone up to Rs 32|33 per maund in Kamalasagar (Tripura);

(b) how many fair price shops have been opened in that area;

(c) the number of ration cards issued to the people of that area, excluding D.Ps. colonies;

(d) what steps are being taken to bring down the price of rice in that particular area; and

(e) the food position of Tripura?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) No; Sir. The current price of rice at Kamalasagar is reported to be about Rs. 30 per maund.

(b) to (d). A fair price shop is being opened at a suitable place in Kamalasagar area and family ration cards will be issued to all eligible families. The fair price shop will distribute wheat and rice at fixed prices.

(e) The overall food situation in Tripura is not unsatisfactory.

Shri Dasaratha Deb: May I know whether the Government are aware that more than 800 persons have already applied for ration cards in the month of March and they have not yet received any card? May I also know whether the Government will make an enquiry into this matter to find out what are the reasons?

Shri A. M. Thomas: Kamalasagar is situated in the border area. I have already stated that a fair price shop is being opened. And, when that is opened the ration cards will be issued to persons of the locality. The whole of Tripura territory is covered by as many as 55 ration shops and rice is being distributed at the rate of Rs. 18 per md.

Shri Dasaratha Deb: My question was not answered. I wanted to know why the 800 persons who had applied for ration cards in the month of March have not yet received the cards.

Shri A. M. Thomas: The eligible persons will be given the ration cards with the opening of the ration shop.

Shri Dasaratha Deb: May I know whether the Government is aware that recently the price of rice has gone up to Rs. 35—38 per md. in Agartala town itself; and, if so, what steps Government are going to take to give rice to the people?

Shri A. M. Thomas: Our information is that at Kamalasagar the price of rice had gone up to Rs. 30. In Agartala the price had gone up to Rs. 34. But, as I have stated in the House some time ago about 11½ ozs. of foodgrains per head are being distributed to fair price shops, so that there is no hardship.

Shri S. M. Banerjee: May I submit, Sir, that we wanted a discussion about the price of rice. Tomorrow is the last day. Will the hon. Minister make a statement? All of us are interested in the price of rice and if he makes a statement it will satisfy all.

Mr. Speaker: Every day it rises and goes down. There must be an end to all this.

Shri Bangshi Thakur: Is it a fact that when Government have increased the quota of rice and allowed other than controlled rice to be sold at Rs. 20/- per md. through a co-operative society in Sonamarah Division of Tripura, to cope with the situation arising out of high price, the price of rice in the open market has come down to Rs. 20/21 per md? If so, may I know whether Government have examined the matter with regard to the adoption of the same measures mentioned to bring down the high price of rice at different places in Tripura?

Shri A. M. Thomas: I have already stated that rice is distributed through fair price shops at Rs. 18/- per md.; wheat is sold at Rs. 16/- per md. I have not come across the case mentioned by the Hon. Member.

Railway Wagons fall into River Brahmaputra

*2093. **Shrimati Mafida Ahmed:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a number of loaded Railway wagons while being boarded on the wagon-carrying barge at Amingaon in N.E..F. Railway fell into river Brahmaputra on the night of the 13th April, 1958; and

(b) if so, how many wagons fell into the river?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). Yes. Three wagons fell into the Brahmaputra.

Shrimati Mafida Ahmed: May I know the nature of goods these wagons were loaded with, what was the exact weight of these goods and the amount of loss sustained by the Railway?

Shri S. V. Ramaswami: They contained 110 bags of sugar—each of the three wagons. The loss is estimated at Rs. 24,500. For weight, I want notice.

Shrimati Mafida Ahmed: May I know the circumstances that led to the accident and whether the responsibility could be fixed?

Shri S. V. Ramaswami: An enquiry was held and we are awaiting the report.

Shri Narasimhan: What happened to the wagons?

Shri S. V. Ramaswami: The wagons were retrieved but not the sugar which went into the Bay of Bengal.

Cholera and Smallpox

*2094. { **Dr. Ram Subhag Singh:**
Shri S. M. Banerjee:
Shri K. T. K. Tangamani: }

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that cholera and smallpox have spread in virulent form in West Bengal, Bihar and Eastern U.P.;

(b) if so, the causes for the same; and

(c) the special precautionary steps taken to control these diseases?

The Minister of Health (Shri Karmarkar): (a) Smallpox has spread in a virulent form in the three States. Cholera has broken out in virulent form in Calcutta.

(b) The Governments concerned have been advised by the Government of India to form an expert Committee, to investigate *inter alia*. the causes for the undue rise in the incidence of these diseases during recent months. The replies of the State Governments are awaited.

(c) A statement is laid on the table of the Sabha. [*See* Appendix IX, annexure 4].

Dr. Ram Subhag Singh: The hon. Minister has stated that the State Governments have been advised to appoint expert committees to investigate into the matter. May I know whether the doctors or experts have been deputed to go into the areas to help the patients or persons who have become victims to this disease rather than to investigate into the matter?

Shri Karmarkar: It is true, so far as our information goes, that the State Governments are taking all possible measures of relief as also of prevention.

Dr. Sushila Nayar: Have any steps been taken to mobilise all the personnel,—medical, block personnel, village level workers, gram sevikas, etc.—for mass vaccination of the affected States?

Shri Karmarkar: I have not got information on these details. I am informed that the State Governments have actively taken to compulsory vaccination and also the other necessary measures.

Dr. Ram Subhag Singh: As the hon. Minister has admitted that these have spread there in a virulent form, is there any proposal to send doctors from other areas into the affected areas for the relief of the people?

Shri Karmarkar: Such a measure, it has not been found necessary. On the 16th of April, we had a discussion and some Directors of Health Services of the States were here. The conference went into the whole matter and it was settled in this Conference that these measures should be taken: namely, the introduction of compulsory vaccination in the States and Administrations, constitution of expert committees in each State to investigate the epidemiology of small pox, rise in the incidence of the disease during the early months of 1958 and the potency of the vaccine manufactured at the various manufacturing institutions and to suggest short term and long term measures for controlling the spread of this preventible disease.

I should like to repeat we are actively in touch with the States and if the States ask for help either at the expert level or any other level, we are always willing to help them. Till now they have not sought aid from us and they have largely succeeded in their efforts.

Dr. Sushila Nayar: In view of the fact that smallpox is one of the easiest diseases to control and we have not been able to control it till now, has the Government any proposal overall plan to suggest to the State Government without waiting for the State Governments to ask for Government of India's assistance?

Shri Karmarkar: I have given the overall plan. As I said it is one of the easiest diseases to control. But sometimes people are very difficult to control. I am not joking. The hon. Members must have read in the papers that a vaccination squad was beaten and sent out of a village where the people said: "What business is it of yours? This is due to goddess. What can you do in this matter?". In spite of these difficulties, the question of vaccination has been taken up in all seriousness and the State Governments are tackling it to the best of their ability. My latest information is that in Calcutta the disease has been largely controlled.

Shri S. M. Banerjee: May I know whether it is a fact that 3,000 men have died in U.P. alone in one month due to smallpox and about 350-400 are dying daily in Calcutta because of cholera? What steps have been taken to prevent these deaths?

Mr. Speaker: Order, Order. I admitted this question though it is a State matter. All that the Centre can give is only assistance. Dr. Ram Subhag Singh has asked whether men have not been sent or why the aid has not been sent. There has been a conference. There is no good going into all the details here. When there is an epidemic it is unfortunate and a number of people die All that we can ask here is: what are the steps that are being taken by the Central Government in co-ordination with the State Governments? No State Government will allow the Central Government to come in officiously unless the State Government is not able to tackle the situation and then it may request the assistance of the Central Government. What am I to allow to be asked here? The hon. Members must ask their counter-parts to ask that Government to request the Central Government for help with men and material. I cannot understand why we should go into such details as are to be gone into in the local Assembly. Next question. Shri Tangamani.

Shri Tangamani: Sir, I have tabled this question.

Mr. Speaker: The hon. Member may table a question. There is no guarantee that I should allow every hon. Member who has tabled a question to put supplementaries.

Shri Tangamani: There is a purpose in putting it.

Mr. Speaker: Order, order. Next question. I have made up my mind not to allow.

Shri Tangamani: Sir, I will make a submission. On cholera and smallpox I gave a calling attention notice and then it was returned to us. Ultimately it was admitted as a question because there was already a question admitted in the name of Dr. Ram Subhag Singh. There is a purpose in putting this question. My name has been clubbed in that question. I may be given an opportunity to just say what is the information that I would like to elicit. If that has been elicited, I would not have wasted the time of the House by putting another question.

Mr. Speaker: It is for me to decide whether a question has been answered sufficiently or not. Of course there may be very important questions also shut out sometimes. I have allowed a doctor on the one side, a layman on the other side and the sponsor on the third side and another sponsor also. I have not given an opportunity to one other sponsor in this question. There seems to be no end to these questions. Every possible step is being taken by the State Governments. Beyond that I thought the hon. Minister need not answer although he read out what was done at a conference. I allowed that too. There are only 25 questions and I have not been able to reach all the questions notwithstanding the fact that some hon. Members have been absent. In some questions I go on step by step and the House itself gets exhausted. I am really surprised that the hon. Members take this occasion for argument. It is not a general debate.

Shri S. M. Banerjee: We are not arguing; we are submitting only one thing.

Mr. Speaker: I feel I ought not to have allowed this question at all.

Shri S. M. Banerjee: Sir, this Cholera started actually from Calcutta—Sealdah station. A number of refugees were there.

Mr. Speaker: I am sorry. The Question Hour is over.

Short Notice Question and Answer

Food Poisoning in Kerala

S.N.Q. No. 20. Dr. Ram Subhag Singh: Will the Minister of Health be pleased to state:

(a) the number of cases of food poisoning about which reports have been received by the Government from Kerala;

(b) the places where they occurred;

(c) the foodstuffs that people took;

(d) the number of persons who died in each case;

(e) whether analysis of those foodstuffs have been made;

(f) the causes of those food poisoning cases; and

(g) the action taken by Government to stop the supply of such foodstuffs in future?

The Minister of Health (Shri Karmarkar): (a) 152.

(b) Parur, Trichur, Trittunithura, Sasthamkottah and Trivandrum.

(c) Food stuffs made of *Atta*, *Maida* or sugar.

(d)	
Parur	11
Trichur	6
Trittunithura ..	3
Sasthamkottah ..	65
Trivandrum ..	10
	95

(e) Yes.

(f) The cause of food poisoning was the presence of zinc phosphide in the foodstuffs;

(g) The following steps have been taken by the State Government:—

(1) Prohibition of use of food made of wheat flour and *maida*, People also warned not to use sugar and products containing sugar.

(2) Collection of samples of *atta*, *maida* and sugar from stockists for examination and immediate freezing of stocks found to contain poisonous ingredients.

(3) Appointment of an expert Committee to inquire into the food poisoning cases, in different parts of the State, excepting Sasthamkottam, in respect of which a court of Enquiry has been set up by the Ministry of Defence.

These steps have been taken by the State Government.

I should like to add that after this information was compiled we have received a telegram yesterday from the Health Secretary, Kerala, which gives some further details apropos this question. The telegram reads like this:

> "REFERENCE YOUR TELEGRAM KERALA GOVERNMENT APPOINTED A COMMITTEE CONSISTING OF FOUR MEMBERS *VIZ.* SECOND MEMBER BOARD OF REVENUE RETIRED DIRECTOR OF PUBLIC HEALTH RETIRED SUPERINTENDENT OF PUBLIC HEALTH LABORATORY AND PROFESSOR OF CHEMISTRY UNIVERSITY COLLEGE TRIVANDRUM—NUMBER OF SERIOUS CASES TREATED 232—NUMBER OF DEATHS TILL 4TH MAY 1958 97—NUMBER OF DEATHS FROM 4TH MAY 1958 TILL 7-5-1958 NIL—RESULTS OF ANALYSIS OF *ATTA* FLOUR USED BY VICTIMS AT SHASTHAMKOTTAH SHOWED FOLIDOL 605—BEING CONFIRMED—GOVERNMENT HAVE AUTHORISED COLLECTORS TO PROHIBIT SALE DISTRIBUTION OF ALL FOOD MATERIALS SUSPECTED CONTAIN POISONOUS

MATERIAL—GOVERNMENT INTEND SEIZING OF THESE AND GIVE COMPENSATION—ALL MEDICAL OFFICERS HEALTH INSPECTORS SANITARY INSPECTORS OF HEALTH SERVICES DEPARTMENT DECLARED FOOD INSPECTORS FOR PURPOSE OF SEIZING SAMPLES AND HELP POLICE AND REVENUE AUTHORITIES IN CONNECTION—CONTAMINATED FOODSTUFFS FROM JAI HIND ARE BEING LOCATED"

Dr. Ram Snbhag Singh: Is it true that when these bottles and cases containing this insecticide were loaded at Bombay they were marked as 'poison' and the declaration that was issued said 'harmless chemicals'?

Shri Karmarkar: On that, I have no information.

The Minister of Defence (Shri Krishna Menon): Mr. Speaker, Sir, so many reports had appeared about this matter in the Press which, of course, while they may prove to be true, cannot be regarded as authoritative at present. The Government of India have, however, decided to appoint a Commission of Enquiry presided over by Justice J. C. Shah of the High Court of Judicature of Bombay. The other members of the Commission will be announced very soon, and it will be of the size and of the competence to deal with this matter efficiently and speedily.

If it is permissible, Sir, I would also like to say that there are two other commissions functioning, which are statutorily necessary. They are, the Court of Enquiry in the Camp, and the Kerala Government has appointed the other one. I need hardly say, Mr. Speaker, that Mr. Justice Shah, President of the Commission, will take necessary steps towards co-ordination, and a Central Government enquiry of this kind becomes necessary because this matter seems to have ramifications outside the State.

Dr. Ram Subhag Singh: As this matter relates to so many States, is it possible......

Mr. Speaker: Order, order. I have allowed a discussion on this matter today. I have given notice of this to all Ministers who are concerned with this matter. Therefore, we will have a full discussion on this, and a full hour has been alotted for the same. We will pass on to the next question.

अल्प सूचना प्रश्न और उत्तर

अंजार में भूकम्प

अ० सू० प्र० स० २१. श्री प्रेमजी र० आसर: क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) यह सच है कि कच्छ के नजदीक अंजार गांव में तारीख २७ अप्रैल, १९५८ के दिन भूकम्प का धक्का बैठा था ;

(ख) यदि हां, तो उसका स्वरूप क्या था ;

(ग) क्या उसमें कोई मनुष्य या वित्तीय हानि हुई ; और

(घ) यदि हां, तो कितनी ?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). Apart from the newspaper report that a mild earthquake was felt at Anjar, there is no information available as the seismographs at the Colaba or Poona Observatories have not recorded any such shock. Since none of the seismological observatories has recorded this earthquake, it can be concluded that the earth tremor must have been of very low intensity.

(c) and (d). The Press report indicated that there had been no loss of life or damage to property as a result of the tremor.

Shri Assar: May I know how many such earthquake shocks were felt before this in the last five years, and what was their nature?

Shri Mohiuddin: Before this, there were earthquake shocks in the Cutch area in 1956, and also a very severe shock in the late 19th century.

Shri Joachim Alva: May I know what kind of specialists handle the facts about tremors; are they minor specialists, major specialists or first-class specialists and, have they got some experience from abroad also with regard to tremors?

Shri Mohiuddin: We have got a large number of seismological observatories spread all over the country, and we have got experts who are dealing with this phenomenon for a very long time. They are also trained abroad, and as and when necessary we also send people abroad for training.

WRITTEN ANSWERS TO QUESTIONS

India Sugars and Refineries, Hospet (Mysore State)

***2080. Shri Agadi:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that a large amount of capital of the India Sugars and Refineries, Hospet (Mysore State) has been invested in some other companies of the Managing Agents group of Industries;

(b) if so, the total amount of this company's capital invested in other companies in general and in companies, other than sugar industries in particular;

(c) whether due to this kind of investments the Management has not been able to make prompt payments to the Cane growers; and

(d) if so, the amount paid to cane growers after two, three and four months after supplying the cane in 1956-57 and 1957-58?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). Yes, Sir. The India Sugars and Refineries Ltd., Hospet, have invested about Rs. 13·9 lakhs in their Subsidiary companies and nearly Rs. 9½ lakhs in other companies.

(c) The present financial difficulties of the concern seem to be mainly due to large expenditure incurred in 1955-56 and 1956-57 seasons in effecting expansion in production capacity from 600 to 1000 tons per day.

(d) The required information is not available, as payments are made in running accounts.

Japanese Field Manuring and Cultural Practices

***2084. Shri L. Achaw Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Japanese field manuring and cultural practices have yielded conflicting results as compared to local systems on experiment in different parts of India; and

(b) if so, whether further experiment is being continued?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The large number of experiments conducted in cultivators' fields showed consistent responses to Japanese method over a three years period. Some variation in response was however observed between States as could be expected in view of the differences in soil climatic conditions and local cultivation practices.

(b) No.

Khandwa-Hingoli Rail Link

***2085. Shri T. B. Vittal Rao:** Will the Minister of **Railways** be pleased to state:

(a) when the section between Takal and Amul on the Hingoli-Khandwa Rail link will be opened for traffic; and

(b) the total rail length likely to be opened on this section for traffic by the end of 1958?

The Deputy Minister of Railways (Shri S. V. Ramaswamy). (a) The Section Takal to Amulla (14·68 miles) has already been opened for traffic on 15th April, 1958.

(b) A further 13 miles or an aggregate of 64 miles if certain bridge girders are received in time.

Dum Dum Air Port

*2087. **Shri Ghosal:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the compensation of the lands acquired by the Central Government for the extension project of the Dum Dum Airport in 194' has been settled; and

(b) if not, the reasons therefor?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). I lay on the Table of the Sabha a statement giving the requisite information. [*See* Appendix IX, annexure No. 5].

Sugarcane Prices

*2093-A. **Shri Shivananjappa:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the principle of linking Sugar-cane price with the profits earned by the Sugar Factories has been accepted by Government;

(b) whether any steps have been taken by Government or any direction issued to the Sugar Factories to implement this profit sharing formula;

(c) whether it is a fact that the cane-growers who supplied cane to Mandya Sugar Factory in Mysore State have been paid less cane-price as compared to other Sugar Factories in that State; and

(d) if so, the reasons for such discrimination?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The principle of linking the price of sugar-cane with the price of sugar realised by the factories has been accepted by the Government.

(b) The Government decision to fix the price of sugar-cane for 1958-59 season on the said basis has already been announced in a Press Note.

(c) No, Sir.

(d) Does not arise.

Report of Enquiry Committee on Shi 'Andamans'

*2095. **Shri Tangamani:**
Shri S. M. Banerjee:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Enquiry Committee appointed to investigate the circumstances leading to the defects noticed in the construction of 'Andamans' has submitted its report;

(b) if so, whether a copy of the same will be laid on the Table; and

(c) the action taken on the recommendations?

The Minister of State in the Ministry of Transport and Communications, (Shri Raj Bahadur): (a) Yes.

(b) Yes; a copy of the Enquiry Committee's Report on the 'Andamans' together with a copy of the recommendations of the Board of Directors of the Hindustan Shipyard (Private) Ltd. thereon, is laid on the Table of the Lok Sabha. [Placed in the Library. *See* No. LT 732/58.]

(c) The matter is under consideration of the Government.

Smallpox in Simna of Tripura

*2096. **Shri Dasaratha Deb:** Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that smallpox has broken out in Chandranath Khamer of Simna in Tripura recently;

(b) if so, the number of persons who died of smallpox so far;

(c) the number of patients who are still suffering; and

(d) the steps taken so far to prevent the spreading out of disease in the neighbouring areas?

The Minister of Health (Shri Karmarkar): (a) to (c). The information is being collected and will be laid on the Table of the Sabha in due course.

(d) All State Governments/Administration have been asked to take the following measures for controlling the disease:—

(1) Introduction of compulsory vaccination in the States/Administrations.

(2) Constitution of Expert Committees in each State to:

- (a) investigate (i) the epidemiology of smallpox; (ii) rise in the incidence of the disease during early months of 1958; and (iii) the potency of the vaccine manufactured at the various manufacturing institutes; and
- (b) to suggest short term and long term measures for controlling the spread of this preventible disease.

Damage to Telegraph and Telephone lines in Orissa

***2896-A. Shri Sanganna**: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the Telegraph and Telephone lines in the district of Ganjam (Orissa) have been damaged by cyclone on the 25th April, 1958;

(b) if so, what is the value of Government property damaged; and

(c) whether the damaged lines have since been repaired?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). There was no breakdown of telegraph and telephone communications in Ganjam District on 25-4-58 due to the cyclone.

Fall in the water level of Jamuna near Delhi

***2097. Dr. Ram Subhag Singh**: Will the Minister of **Health** be pleased to state:

(a) whether the position of Delhi's water-supply has been endangered due to rapid fall in the water level of the Jamuna near Delhi; and

(b) if so, what steps are proposed to be taken to remove this danger?

The Minister of Health (Shri Karmarkar): (a) No. Sir.

(b) Does not arise.

Delhi Water Supply and Sanitation Programme

3477. Shri Ram Krishan: Will the Minister of **Health** be pleased to state the total amount of loan and subsidy proposed to be given to the Delhi Joint Water and Sewage Board for implementation of the Delhi water supply and sanitation programme during 1958-59?

The Minister of Health (Shri Karmarkar): A provision of Rs. 150 lakhs has been made for payment as loan to Delhi Joint Water and Sewage Board (now merged in the Delhi Municipal Corporation) in the budget estimates for 1958-59. No subsidy is paid by Government to the Delhi Joint Water and Sewage Board.

Electricity Supply in States

3478. Shri Ram Krishan: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the total installed capacity of power during 1957-58, State-wise; and

(b) the total capacity of power proposed to be installed during 1958-59, State-wise?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). A statement giving the required information is laid on the Table of the Lok Sabha [*See* Appendix IX, annexure No. 6].

Rice Surplus in Andhra and Punjab

3479. Shri N. R. Munisamy: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the estimated surplus of rice in Andhra Pradesh and Punjab in 1958-59;

(b) whether satisfactory progress is made in both the States for procurement of rice;

(c) quantity of rice procured upto the end of April, 1958 in Andhra Pradesh and Punjab; and

(d) what is the target fixed for procurement in both the States and whether it will be realised?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No precise estimate can be given.

(b) Yes, Sir.

(c) Andhra Pradesh about 2,18,000 tons upto 29-4-58, Punjab about 88,000 tons upto 30-4-58.

(d) There is no fixed target. The procurement policy of the Government aims at purchase on Government account of as much of the marketed surplus of the two States as possible.

Loan to Bombay

3480. Shri Pangarkar: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total amount given by the Central Government to Bombay for advancing loans to cultivators during the Second Five Year Plan so far; and

(b) for what scheme?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). A statement is laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 7].

Construction of C.P.W.D. Roads in Bombay

3481. Shri Pangarkar: Will the Minister of **Transport and Communications** be pleased to state:

(a) the total amount allotted to Bombay from 1954—1957 by the Union Government for construction and maintenance of C.P.W.D. roads;

(b) the mileage of C.P.W.D. roads constructed and maintained in Bombay during 1956-57 and 1957-58; and

(c) what new roads and highways have been included in Bombay under C.P.W.D. in the Second Five Year Plan?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) There are no C.P.W.D. roads in Bombay under the charge of Bombay State. Hence no allotment was made to Bombay State for the construction and maintenance of C.P.W.D. roads during 1954—1957.

(b) and (c). Do not arise.

Control of River Ghagra in U.P.

3482. Shri Kalika Singh: Will the Minister of **Irrigation and Power** be pleased to state:

(a) what progress todate has been made in implementing the schemes for controlling the river Ghagra in U.P. and Bihar and how much expenditure has been incurred thereon;

(b) whether any new schemes have been drawn relating to Ghagra after answer to Starred Question No. 518 dated 28th November, 1956;

(c) whether there is any scheme to utilise the wide bunds as roads for transport; and

(d) if not, what is the objection for not utilising the bunds for communication in inaccessible areas?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (d). A statement is laid on the Table of the Lok Sabha. [*See* appendix IX, annexure No. 8].

Sootia Railway Out-Agency

3483. Shri Bhagavati: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Sootia Railway Out-Agency was closed in January, 1950;

(b) whether Government have received any representations to re-open this Out-Agency; and

(c) if so, what is Government's decision thereon?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) Yes.

(c) It has been decided to open an Out-Agency at Chariali which would serve Sootia as well.

Hirakud Dam Project

3484. Shri Panigrahi: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the date from which the Orissa Government is required to start making repayment of the money invested in the construction of Hirakud Project;

(b) whether the Orissa Government has started making any repayment;

(c) whether repayment of capital money to the Centre will be on any annual instalment basis;

(d) if so, what is the annual instalment fixed;

(e) the amounts repaid towards capital money with interest so far separately; and

(f) the amount due from Orissa Government at present?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (e). The first loan to the Government of Orissa for financing the construction of the Hirakud Dam Project (Stage I) was sanctioned by the Government of India in 1948-49. According to the financial arrangements agreed to between the Government of India and the State Government, the loan will bear interest at 4½ per cent per annum and unless any arrangement for earlier repayment is agreed to between the two Governments, the loan is repayable in one instalment at the end of 40 years *i.e.* in 1988-89. The interest on the loan is payable annually by the State Government but during the construction of the Project, interest charges are added to capital.

(f) Rs. 70·39 crores till 1957-58.

Projects in Andhra Pradesh

3485. Shri M. V. Krishna Rao: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the present stage of progress of the following projects of Andhra Pradesh;

(i) the Sileru Power Project;

(ii) the Vamsadhara Project; and

(b) when these projects are likely to be started?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) (i) The proposals in regard to the first stage of the Upper Sileru Power Project have been finalised by the State Government and a project report has been prepared by them;

(ii) The proposal for undertaking detailed investigation of the Gudari site in Orissa for constructing a reservoir for the Vamsadhara Project in Andhra Pradesh was under the consideration of two State Governments for some time. The Government of Orissa have now agreed that the investigation of the site may be carried out by the Central Water and Power Commission. The Central Water and Power Commission have been asked to take up the investigation.

(b) Sileru Power Project has not yet been technically approved by the Advisory Committee on Irrigation and Power Projects. As regards Vamsadhara Project, the investigation will take some time before a Project report can be prepared.

It is too early yet to say when work on these Projects will be started.

शिमला में शीत गोदाम

३४८६. **श्री पदम देव** : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि शिमला में स्केटिंग रिंक के नीचे एक शीत गोदाम के निर्माण की जो योजना राज्य सरकार तथा केन्द्रीय सरकार के विचाराधीन थी, उस सम्बन्ध में अब तक क्या प्रगति हुई है ?

खाद्य तथा कृषि मंत्री (श्री अ० प्र० जैन): शिमला में स्केटिंग रिंक के नीचे द्वितीय पंच वर्षीय योजना में कोल्ड स्टोरेज प्लान्ट (Cold Storage Plant) स्थापित करने के लिये योजना नहीं है।

चम्बा (हिमाचल प्रदेश) में भूमि का कटाव

३४८७. **श्री पदम देव** : क्या खाद्य तथा कृषि मंत्री ६ अगस्त, १९५७ के तारांकित प्रश्न संख्या ६७९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) चम्बा में भूमि के कटाव को रोकने सम्बन्धी सात योजनाओं में से अब तक कितनी कार्यान्वित की जा चुकी हैं ;

(ख) ये योजनायें कहां कहां कार्यान्वित की गई हे ; और

(ग) जिन स्थानों मे भूमि के कटाव को रोकना असभव हो गया है, क्या वहां के लोगों को कहीं अन्यत्र बसाने का कोई प्रस्ताव है ?

खाद्य तथा कृषि मंत्री (श्री अ० प्र० जैन) (क) छः योजनायें कार्यान्वित की जा रही हैं, लोअर चम्बा में चम्बा टाउन (Chamba Town Soil Erosion Scheme) सोइल एरोजन स्कीम नाम की एक योजना पर अभी तक कार्य प्रारम्भ नही किया गया है।

(ख) कटौला खड, रावलसर झील और हमलेट्स, सरमौर रेंज, भंडल रेंज, सुकेत रेंज और बरोट के ऊपर के जलगृहों में ।

(ग) ऐसी कोई योजना प्राप्त नहीं हुई है।

हिमाचल प्रदेश को रासायनिक उर्वरक का संभरण

३४८८. **श्री पदम देव** : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हिमाचल प्रदेश को केन्द्रीय सरकार द्वारा वर्ष १९५७–५८ में दिये गये उर्वरक की सम्पूर्ण मात्रा का वितरण किया जा चुका है ;

(ख) यदि नहीं, तो कितना उर्वरक अब भी वितरित किया जाना है ; और

(ग) उसका वितरण न करने का क्या कारण है ?

खाद्य तथा कृषि मंत्री (श्री अ० प्र० जैन): (क) जी नहीं ।

(ख) २६० टन अमोनियम सल्फेट में से १५५ टन की मात्रा अभी वितरित नही की गई है ।

(ग) (१) यूनियन टेरेट्रीज के प्रशासन द्वारा स्टाक का इन्डन्ट (Indent) किया गया था जिसमें से कुछ स्टाक रबी १९५७ के लिये और कुछ स्टाक खरीफ १९५८ के लिये था । इस समय पड़ा हुआ स्टाक चालू खरीफ मौसिम में इस्तेमाल करने के लिये है ।

(२) दी हिमाचल प्रदेश कोआपरेटिव फडरेशन (The Himachal Pradesh Cooperative Federation) ने, जो कि पहले वितरण का काम कर रही थी, इस कार्य को न करने की इच्छा प्रकट की, क्योंकि उनको इस कार्य में पारिश्रमिक कम मिलता था । इस लिये हिमाचल प्रदेश प्रशासन को कोआपरेटिव

सोसाइटियों या प्राइवेट फर्मों द्वारा वितरण के लिये अन्य प्रबन्ध करना पड़ा, जिसमें समय लगा ।

हिमाचल प्रदेश के चिकित्सा विज्ञान के छात्र

३४८९. **श्री पद्म देव** : क्या **स्वास्थ्य** मंत्री यह बताने की कृपा करेंगे कि इस समय देश के विभिन्न कालेजों में आयुर्वेद तथा ऐलोपैथी का अध्ययन करने वाले छात्रों में हिमाचल प्रदेश के कितने छात्रवृत्ति पाने वाले छात्र हैं ?

स्वास्थ्य मंत्री (श्री करमरकर) : आयुर्वेदिक (बी० आई० एम० एम० बेचेलर आफ इण्टेग्रेटेड मेडिसिन एण्ड मर्जरी) कोर्स में बारह और एम० बी० बी० एम० (बेचेलर आफ मेडिसिन व बेचेलर आफ सर्जरी) कोर्स में उनतीस ।

लेडी हार्डिंग मैडिकल कालेज

३४९० **श्री पद्म देव** : क्या **स्वास्थ्य** मंत्री यह बताने की कृपा करेंगे कि दाइयों तथा स्वास्थ्य निरीक्षकों की शिक्षा प्राप्त करने के लिये वर्ष १९५८-५९ में हिमाचल प्रदेश की कितनी छात्रायें लेडी हार्डिंग मैडिकल कालेज में भर्ती की गई ?

स्वास्थ्य मंत्री (श्री करमरकर) : १९५८-५९ में लेडी हार्डिंग मैडिकल कालेज में दाइयों और स्वास्थ्य निरीक्षिकाओं के ढाई साल के कोर्स में हिमाचल प्रदेश की ९ छात्रायें शिक्षा प्राप्त करने के लिए भर्ती की गईं ।

Co-operative Sugar Mills in Punjab

3491. **Shri Daljit Singh**: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any amount has been allotted to Punjab Government for the Co-operative Sugar Mills to be opened in the State during 1958-59; and

(b) if so, the total amount sanctioned?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No, Sir.

(b) Does not arise.

Punjab Irrigation Schemes

3492. **Shri Daljit Singh**: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Punjab Government have submitted any scheme to the Central Government regarding contour survey of areas, scheme for Hydrological observation and schemes for providing higher training Engineers and irrigation and waterways directorate: and

(b) if so, the steps taken by Government in this respect?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b).

The following schemes have been received from the Punjab State:

(1) *Contour surveys*:

(i) Contour survey of areas under Choes in Hoshiarpur District.

(ii) Providing survey and mathematical instruments for survey work to be done in connection with training of Nasrala Choes.

(2) *Hydrological observations*:

Carrying out observations of discharges of various Choes, taking cross sections and contour survey in connection with:

(i) Dam on Janwari-di-Khad.

(ii) Dam on Somb and other Nadis in Ambala District.

The above schemes have been approved for Central loan assistance under the flood control programme and the Punjab Government informed accordingly.

No scheme for providing higher training for Engineers has been received from the Punjab Government.

Railway Stations in Punjab

3493. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the total number of Railway stations in Punjab State;

(b) whether Government proposed to increase the number of Railway Stations in the State during 1958-59; and

(c) if so, the names of the Stations under consideration and the time by which the works will be started?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) 455.

(b) Yes.

(c) The following stations are expected to be opened for traffic by 30-9-1958:—

1. Makrauli.
2. Jasia.
3. Bhainswan.
4. Gohana.

In addition, the work regarding the following stations is expected to be commenced during 1958-59:—

1. Banohar.
2. Pipli.
3. Rohira.
4. Dukheri.
5. Ismaila.
6. Brahampur.
7. Sidhrana.
8. Gahri Bhagi.
9. Bhajrala.
10. Jandhu Singha.
11. Raghbir Singhwala.
12. Bahadurgarh (Daun Kalan).
13. Bhaini Khurd.
14. Chak Adampur.
15. Malikpur Yadwan.

Goods Train Collision on Itarsi-Amla Section

3494. { **Shri N. R. Munisamy:**
Shri Vajpayee:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that on the 17th April, 1958 a goods train on the Itarsi-Amla Section of Central Railway split into two and collided against each other;

(b) if so, the causes;

(c) for how long the track remained blocked;

(d) whether any person was injured;

(e) whether any enquiry was held; and

(f) if so, what are its findings?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) The cause of the accident is under investigation.

(c) Through communication was interrupted from 20.50 hours on 17-4-58 to 05.40 hours on 18-4-58.

(d) One Military escort travelling by the train and the driver of the assisting engine were injured, the former received serious, while the latter minor injuries.

(e) A Senior Officers' Enquiry Committee investigated the accident on 23-4-58.

(f) The findings of the Enquiry Committee are under scrutiny.

Ticket-issuing Machines

3495. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state whether there is a proposal to make suitable alterations in the machines issuing weights and platform tickets at Railway Stations to enable people to use them with the help of new coins instead of the old coins?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The platform ticket issuing machines at present in use on Indian Railways are not coin operated. As such, the question of making any alteration in these machines due to introduction of new coin does not arise.

So far as machines issuing weight tickets are concerned, the question of making suitable alterations therein is already engaging the attention of the contractors concerned.

Landless Agricultural Labourers

3496. Shri Hem Raj: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of landless agricultural labourers rehabilitated so far, State-wise, during the First Five Year Plan period and the first two years of the Second Plan period; and

(b) the extent of the land given to them?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). Only some of the State Governments have undertaken implementation of the schemes for the resettlement of Landless Agricultural Labourers. The information in respect of such States is as under:—

Name of State	No. of landless labourers rehabilitated	Acreage of land given
I. FIRST FIVE YEAR PLAN 1955-56.		
Andhra Pradesh.	102	425
Uttar Pradesh.	592	6467
II. FIRST TWO YEARS OF THE SECOND FIVE YEAR PLAN.		
Kutch.	23	659
Assam.	50	500
Madhya Pradesh (M.B. Region).	75	1500
Orissa	160	800
Kerala	300	1500
Uttar Pradesh	—	—

Information regarding actual achievement in respect of the following State Governments, whose Schemes were sanctioned during the first two years of the Second Plan period is still awaited:—

Name of States	No. of landless workers for which Scheme was sanctioned	Acreage of land proposed in the Scheme	
Jammu & Kashmir.	800	5,000	Sanctioned in 1956-57
Assam.	140	1,400	Sanctioned in 1957-58
Orissa.	160	800	-do-
Bihar (Bhoodan lands)	250	1,000	-do
,,	10,000	40,000 (Approx. 4 acres.).	-do-

N.E.S. Blocks in Orissa

3498. Shri Panigrahi: Will the Minister of **Community Development** be pleased to state:

(a) the names of the N.E.S. Blocks in Orissa which will be converted into Community Development blocks during the year 1958-59; and

(b) the number of new N.E.S. Blocks Orissa Government requested to be sanctioned during 1958-59 and the number of new N.E.S. Blocks the Union Government has sanctioned to be opened during 1958-59 in the State?

The Minister of Community Development (Shri S. K. Dey): (a) In the light of the revised Community Development programme, N.E.S. Blocks as indicated in the list laid on the Table of the Lok Sabha. [*See* appendix IX, annexure No 9]. would be treated as Stage I (Intensive) Blocks with effect from the date of their inauguration.

(b) The Government of Orissa requested for allotment of 12 double blocks against which 12 Stage I (Intensive) Blocks have been allotted from April, 1958 for the year 1958-59.

Rabbies Vaccine

3499. Shri P. G. Deb: Will the Minister of **Health** be pleased to state:

(a) whether any of the Pasteur Institutes in India is able to prepare new rabbies vaccine for human beings and animals to maintain long term immunity from the disease;

(b) whether it is a fact that the American Cyanamid Company of New York has prepared vaccine known as (Hep) Flury Virus Vaccine, for safely inducing and getting long term immunity in groups such as veterinarians; and

(c) if so, the steps Government have taken to get the manufacturing techniques from America?

The Minister of Health (Shri Karmarkar): (a) The Pasteur Institutes in India are still using Antirabic Vaccine made from the brain of fixed virus infected sheep.

(b) Flury vaccine except in volunteers have not been used in the prophylactic treatment of human beings exposed to rabies. Immunization of dogs and other animals by Flury Vaccine produces a high degree of protection in them.

(c) The Flury Vaccine is a live virus vaccine produced from chick embryos. Unless the virus remain viable when the material is being dried, the vaccine becomes useless. No one except the American Cyanamid Company has been successful in drying it without appreciable loss of the living virus. A complex medium is used to preserve the virus during drying. The process of manufacture of this vaccine is patented.

Minor Irrigation Schemes in Orissa

3500. Shri P. G. Deb: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the new Central loan of extra rupees 4 lakhs granted to Orissa for minor irrigation works under the Second Five Year Plan will be exclusively allotted to the recent drought affected areas of the State; and

(b) if so, the details of allocation of the fund in the matter?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, Sir.

(b) Funds have been distributed amongst Revenue Divisional Commissioners for allotment to Collectors according to their requirements as under:

Northern Division	Rs. 1.50 lakhs
Central and Southern Divisions .	Rs. 2.50 lakhs
TOTAL	Rs. 4.00 lakhs

Head Post Office Building, Jaipur

3501. Shri B. C. Mullick: Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Unstarred Question No. 439 on the 20th February, 1958 and state:

(a) whether the question of entrusting the work of construction of Jaipur Head Post Office building to State P.W.D., has since been finalised; and

(b) if so, when the construction of the building is to be started?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). No. The case has been submitted to the Ministry of Finance (Communications) for release of the project from the ban. Thereafter the Central P.W.D. would be requested to take up the work quickly as they are now proposing to execute such projects by Labour Contract or by departmental Labour in case there is no proper response from the Contractors.

डाक तथा तार विभाग की विभागातिरिक्त स्थापनाओं की समिति

३५०२. श्री भक्त दर्शन :
श्री डी० चं० शर्मा :
श्री वारियर :
श्री अ० क० गोपालन :
श्री पुन्नूस :
सरदार इकबाल सिंह :
श्री तंगामणि :

क्या परिवहन तथा संचार मंत्री डाक तथा तार विभाग की विभागतिरिक्त स्थापना प्रणाली की जांच करने के लिये नियुक्त समिति के बारे में ११ दिसम्बर, १९५७ के तारांकित प्रश्न संख्या ९८७ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या समिति ने अपना काम समाप्त कर लिया है और अपना प्रतिवेदन प्रस्तुत कर दिया है ;

(ख) यदि हां, तो क्या प्रतिवेदन की एक प्रति उस की सिफारिशों पर किये गये निर्णय के साथ टेबल पर रखी जायगी ;

(ग) यदि उपरोक्त भाग (क) का उत्तर नकारात्मक हो, तो समिति ने अपने कार्य में अब तक क्या प्रगति की है ; और

(घ) कब तक प्रतिवेदन प्रस्तुत हो जाने की आशा है ?

परिवहन तथा संचार मंत्रालय में राज्य (मंत्री श्री राजबहादुर)

(क) जी नहीं ।

(ख) यह प्रश्न नहीं उठता ।

(ग) इस समिति की प्रगति को दर्शाने वाला एक विवरण-पत्र (statement) सभा-पटल पर रखा गया है [देखिये परिशिष्ट ६, अनुबन्ध संख्या १०]

(घ) यह रिपोर्ट सम्भवतः जुलाई १९५८ तक प्रस्तुत की जा सके गी ।

Hotel Standards and Rate Structure Committee

3503. **Shri D. C. Sharma:**
Dr. Ram Subhag Singh:
Shri Vajpayee:
Shri Siddananjappa:
Shri N. R. Munisamy:
Shrimati Ila Palchoudhuri:
Shri S. C. Samanta:
Shri P. K. Deo:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Hotel Standards and Rate Structure Committee has submitted its report;

(b) if so, what are the chief features of that report; and

(c) whether Government have considered that report and arrived at any decision in regard to its implementation?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Not yet.

(b) and (c). Do not arise.

Road Accidents in Delhi and New Delhi

3504. **Shri D. C. Sharma:**
Sardar Iqbal Singh:
Shri Daljit Singh:

Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of motor accidents that took place in Delhi and New Delhi from 1948 to 31st March, 1958, year-wise;

(b) the number of idividuals compensated up till now;

(c) the amount of compensation paid;

(d) the number of fatal accidents during the last one year and how many of these took place in collision with D.T.S. Buses; and

(*e*) the steps taken to reduce the number of such accidents?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): A statement giving the information required is laid on the Table of the Lok Sabha. [*See* appendix IX, annexure No. 11].

Cycles in Delhi

3505. Shri D. C. Sharma: Will the Minister of **Health** be pleased to state:

(a) the total number of cycles registered during 1956-57 in Delhi;

(b) the amount realised as cycle tax during 1956-57;

(c) the amount spent for maintaining establishment for realisation of cycle tax during 1956-57;

(d) mileage covered by the cycle tracks; and

(e) whether it is a fact that the area covered by the cycle tracks is not popular among the cyclists owing to the reasons that it is uneven as well as circuitous and zig-zag?

The Minister of Health (Shri Karmarkar): (a) 1,70,522.

(b) Rs. 3,60,182.

(c) Rs. 64,944.

(d) The mileage covered by cycle tracks in the jurisdiction of the New Delhi Municipal Committee is 15.44 miles. There are no cycle tracks in the other areas of Delhi;

(e) No, Sir. The condition of cycle tracks in New Delhi area is 'by and large' good with a few bad patches here and there.

Katra Owners in Delhi

3506. Shri D. C. Sharma: Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 988 on 3rd December, 1957 and state:

(a) the number of *Katra* owners in Delhi to whom notices to provide necessary amenities have been given from the 16th November, 1957 to the 30th April, 1958; and

(b) the amenities provided by them in the *Katras*?

The Minister of Health (Shri Karmarkar): (a) 74.

(b) The amenities provided are:—

(1) Provision of water-borne latrines.

(2) General repairs of roofs, walls and courtyards.

(3) Repair of the existing surface drains, and

(4) Brick-flooring of the passages.

Bribery in P. & T. Department

3507. Shri D. C. Sharma: Will the Minister of **Transport and Communications** be pleased to state:

(a) the total number of bribery cases brought to the notice of Government in the Indian Posts and Telegraphs Department in which Postal officials were involved during the year 1957-58; and

(b) the action taken against them?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 12 (involving 14 officials).

(b) No. of officials dismissed from service. ..	3
No. of officials removed from service. ..	2
No. of officials against whom prosecution has been launched in the court of law. ..	1
No. of officials against whom disciplinary proceedings are in progress. ..	7
No. of officials died before disciplinary action could be taken. ..	1

Road Bridges on National Highways in Punjab

3508. **Shri D. C. Sharma:**
Shri Ram Krishan:
Shri Daljit Singh:
Sardar Iqbal Singh:

Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of road bridges proposed to be constructed on National Highways during the Second Five Year Plan in the Punjab State; and

(b) the names of the places and amount allotted for each?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A Statement giving the required information is laid on the Table of the Lok Sabha. [*See* appendix IX, annexure No. 12].

Ticketless Travel

3509. **Shri D. C. Sharma:**
Shri Vajpayee:

Will the Minister of **Railways** be pleased to state:

(a) the number of ticketless travellers detected on the following Railways during the period from the 1st of October, 1957 to the 31st of March, 1958:

(i) Northern Railway,
(ii) North-Eastern Railway,
(iii) Eastern Railway,
(iv) South-Eastern Railway,
(v) Western Railway, and
(vi) Central Railway; and

(b) the total amount of fares and fines, if any, realised by each of the Railways during that period?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). A statement is laid on the Table of the Lok Sabha. [*See* appendix IX, annexure No. 13].

Demolition Notices issued by Delhi Development Authority

3510. **Shri D. C. Sharma:**
Sardar Iqbal Singh:

Will the Minister of **Health** be pleased to state the number of demolition notices issued by the Delhi Development Authority during the months of December, 1957, January, February, March and April, 1958?

The Minister of Health (Shri Karmarkar): The number of demolition notices issued by the Delhi Development (Provisional) Authority during December, 1957 and by the Delhi Development Authority during January, 1958 is 136 and 36 respectively. No demolition notice was issued during the period February to April, 1958.

Survey of Fertilizers and Farming Practices

3511. **Shri D. C. Sharma:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether a pilot survey of fertilizer and other farming practices, under the scheme for conducting pilot sample surveys in typical districts of various agricultural regions in the country, is being conducted in Punjab State:

(b) if so, the names of the districts;

(c) the progress made so far;

(d) if similar surveys are being conducted in other States in the country; and

(e) if so, the names of the districts, State-wise?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes.

(b) Ferozepur District.

(c) The field work of the survey for Rabi crops was started in October 1957 and was over by the end of April, 1958. Field work for Kharif crops will be started in July, 1958.

(d) Surveys have already been conducted in some States and are also being planned for 1958-59 in other States.

(e) Surveys already conducted.

State	District	Year
(i) Andhra Pradesh	West Godavari	1954-55
(ii) Madras	Coimbatore	1954-55
(iii) Bihar	Shahabad	1955-56
(iv) Uttar Pradesh	Barabanki	1956-57 & 1957-58
(v) Punjab	Ferozepur	1957-58 & 1958-59

Survey being planned

State	District
(i) Utter Pradesh	Meerut
(ii) Madhya Pradesh	Rai Pur
(iii) Kerala	District not yet selected.

Agricultural Credit

3512. Shrimati Renu Chakravartty: Will the Minister of **Community Development** be pleased to state:

(a) what steps have been taken to integrate the agricultural credit giving agencies in the N.E.S. block areas as recommended by Balwantrai Mehta Committee Report;

(b) whether they will be handled by the block authorities or the various Ministries of Government; and

(c) what is the total amount of agricultural credit given under all heads in N.E.S. blocks in West Bengal for 1957-58 and 1958-59?

The Minister of Community Development (Shri S. K. Dey): (a) The Ministry of Community Development has agreed to the recommendation of Balwantrai Mehta Committee Report (Para 12·12). State Governments have been informed accordingly.

(b) The recommendation cited envisages the elimination of control over cooperatives by official agencies.

(c) Collection of this information is difficult, expensive and time-consuming. However, the State Government has been requested to supply it.

Recommendations of Air Transport Council

3513. Shri Harish Chandra Mathur: Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 56 on the 12th February, 1958 and state:

(a) whether Government have accepted the recommendations made by the Air Transport Council; and

(b) if so, the details thereof?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). The recommendations contained in the report of the Air Transport Council are still under examination.

Crime on Railways

3514. Shri Tangamani: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that an armed gang robbed the Chief Clerk in the Broach Railway goods yard of a bag containing Rs. 10,000 on the 10 February, 1958;

(b) if so, whether adequate *'bandobust'* was given to the Staff; and

(c) the steps taken to prevent recurrence of such incidents?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) Yes.

(c) Instructions have been issued by the Railway to ensure that an escort of two class IV staff drawn from Traffic and R.P.F. is invariably provided when cash is being carried within station premises and an armed guard if outside. The provision of extra protection for special areas and occasions is also being considered.

मुजफ्फरपुर-दरभंगा रेलवे लाइन का सर्वेक्षण

३५१५. डा० श्रीनारायण दास : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पूर्वोत्तर रेलवे के मुजफ्फरपुर और दरभंगा रेलवे स्टेशनों को मिलाने वाली रेलवे लाइन के सर्वेक्षण की रिपोर्ट मिल गई ; और

(ख) यदि हां तो उस की मुख्य मुख्य बातें क्या हैं ?

रेलवे उपमंत्री (श्री सं० वं० रामस्वामी) :

(क) जी नहीं ।

(ख) सवाल नहीं उठता ।

Railway Staff

3516. Shri Subiman Ghose: Will the Minister of **Railways** be pleased to state:

(a) whether the scales of pay of legal men known by different names in different Railways such as (i) Court Inspector; (ii) Law Inspector; (iii) Law Superintendents are different though they perform the same kind of duty; and

(b) if so, the reasons for different names and different scales?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). No. The scale of pay of legal men performing the same kind of duties is the same on all railways even though they are designated differently on different railways, *e.g.* Court Inspectors and Law Inspectors are in the scale of Rs. 200-300 and Law Superintendents and Chief Court Inspectors in higher grades.

National Filaria and National Malaria Control Programmes

3517. { **Shri Subiman Ghose:**
Shri Ghosal:
Shri B. Das Gupta:

Will the Minister of **Health** be pleased to state:

(a) the total amounts of contribution by the Government of India to West Bengal Government under National Filaria control programme and National Malaria control programme separately so far;

(b) whether any amount has been allocated for controlling Malaria in West Bengal under the Malaria Eradication programme for 1958-59;

(c) whether any other assistance has been given; and

(d) whether any report has been received by Government from the Government of West Bengal as to the amount spent district-wise up till now?

The Minister of Health (Shri Karmarkar): (a) to (d). Two statements one for National Filaria Control Programme and the other for National Malaria control programme are placed on the table of the Sabha. [*See* Appendix IX, annexure No. 14].

Delhi-Ahmedabad Janata Train

3518. { **Shri Harish Chandra Mathur:**
Shri Ram Krishan:

Will the Minister of **Railways** be pleased to state:

(a) whether Government have decided to start a Janata train from Delhi to Ahmedabad;

(b) if so, when this train is likely to be started;

(c) whether at a Zonal Meeting an assurance was given that the Ahmedabad-Delhi Janata Train will be started in 1957; and

(d) what is the percentage of overcrowding on this section?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). No.

(c) No.

(d) The percentage of overcrowding on the Ahmedabad-Delhi (M.G.) section is indicated below:—

Ahmedabad-Kalol	38·9
Kalol-Mehsana	21·5
Mehsana-Palanpur	15·7
Palanpur-Abu Road	7·8
Abu Road-Sojat Road	28 0
Sojat Road-Ajmer	4·9
Ajmer-Phulera	6·2
Phulera-Bandikui	11·25
Bandikui-Delhi	2·0

Connaught Place, New Delhi

3519. **Shri Rameshwar Tantia:** Will the Minister of **Health** be pleased to state:

(a) how many hand pumps for drinking water have been constructed at the Connaught Place area in New Delhi recently; and

(b) whether they have started working?

The Minister of Health (Shri Karmarkar): (a) No hand pump has been installed in the Connaught Place area by the New Delhi Municipal Committee, nor is permission ever granted by the Committee to instal hand pumps in private premises in that area for supplying drinking water.

(b) Does not arise.

Liberalised Leave Rules

3520. **Shri Onkar Lal:** Will the Minister of **Railways** be pleased to state:

(a) the number of employees who have been allowed to opt for the Liberalised Leave Rules after expiry of the target date and in how many cases staff have not been permitted to opt for these Rules;

(b) whether it is a fact that the question of allowing a fresh opportunity to be offered to the staff to opt for the Liberalised Leave Rules is under consideration of Government; and

(c) if so, when this opportunity is likely to be offered?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 235 and 146 respectively;

(b) and (c). Yes; the matter is under consideration.

Export of Jute

3521. **Shri Bangshi Thakur:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that duty is being levied by the Government of Assam on raw jute while in transit *via* Assam from Tripura; and

(b) if so, whether such duty is within the knowledge of the Government of India?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). A carriage tax is levied under relevant Assam Act XIII of 1954, as empowered under entry 56 of list II—State List—of the Seventh Schedule of the Constitution of India. This matter is subjudice in the Supreme Court of India.

Travelling Ticket Examiners Southern Railway

3522. **Shri Tangamani:** Will the Minister of **Railways** be pleased to state:

(a) whether there is a proposal to increase the strength of Travelling Ticket Examiners of the Commercial Department of the Southern Railway;

(b) the present scales of pay and grade for the staff including the Inspectors;

(c) whether the scales are on a par with the other Railways in India; and

(d) whether it is a fact that the scale of Chief Inspector in the Southern Railway is less than the prevailing scales on other Railways?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) Designations	Scales of Pay.
(1) Chief Ticket Inspector.	Rs. 260—350
(2) Travelling Ticket Inspector.	Rs. 200—300
(3) Travelling Ticket Examiners 'A' Grade.	Rs. 100—185
(4) Travelling Ticket Examiners 'B' Grade.	Rs. 80—160

(c) and (d). The scales are the same on all Railways but some Railways have a limited number of posts of Ticket Checking Staff in the higher grades of Rs. 360—500 and 300—400.

Paradip Port

3523. { **Shri Sanganna:**
Shri Panigrahi:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that a research for converting Paradip into a major port in Orissa has been conducted by the Research Institute in Poona; and

(b) if so, with what results?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Model experiments with a view to determine the scope of development of port facilities at Paradip are still in progress at the Poona Research Station.

Integral Coach Factory, Perambur

3524. **Shri Elayaperumal:** Will the Minister of **Railways** be pleased to state:

(a) how many applications were received from Scheduled Caste candidates for both technical and non-technical posts in the Perambur Coach factory, Madras from the year 1955 to 1957;

(b) how many applications were rejected;

(c) whether there is any quota reserved for them in the Perambur Coach factory;

(d) if so, whether it has been filled up or not; and

(e) if not, what are the reasons?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). A statement is laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 15].

(c) Yes.

(d) The reserved quota was filled up in respect of non-technical categories but not in technical categories.

(e) Candidates with requisite qualifications were not available in spite of lowering of prescribed standards for technical categories.

Fraud Detection and Espionage Squad on S. E. Railway

3525. **Shri S. C. Samanta:** Will the Minister of **Railways** be pleased to state:

(a) when a Fraud Detection and Espionage Squad on the South-Eastern Railway was set up; and

(b) how recruitment of staff was made for that squad?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) A special section known as the 'Fraud' section was set up in the Ticket Checking Branch of the S. E. Railway in May 1956 to detect such frauds.

(b) Persons who have shown all-round efficiency in general ticket checking work were chosen from among persons duly selected by Selection Boards for posts of Chief Inspectors and T.T.Es Grade 'A'.

Flood Control Phase of D.V.C.

3526. **Shri Panigrahi:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) the amount spent on the flood control phase of the Damodar Valley Corporation in 1957-58; and

(b) whether the Union Government bears 50 per cent. of the expenditure on flood control work of the Damodar Valley Corporation?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Rs. 1,27,72,991 upto the end of February, 1958 (Figures of expenditure for the month of March, 1958, are not yet available).

(b) Under Section 36 of the D.V.C. Act, "The total amount of capital upto fourteen crores of rupees allocated to flood control shall be shared equally between the Central Government and the Government of West Bengal and any amount in excess thereof shall be the liability of the Government of West Bengal". By the end of 1955-56, the share of Flood Control Expenditure allocated to the Centre had already amounted to Rs. 7 crores. The entire expenditure on Flood Control from 1956-57 onwards is, therefore, allocable to the Government of West Bengal.

Flood Control Phase of Hirakud Project

3527. **Shri Panigrahi:** Will the Minister of Irrigation and Power be pleased to state the amount spent on the flood control phase of the Hirakud Project so far?

The Deputy Minister of Irrigation and Power (Shri Hathi): So far no expenditure has been booked against flood control phase of the Hirakud Project.

Railway Line from Bhiladilla to Visakhapatnam Port

3528. **Shri Sanganna:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to construct a railway line from Bhiladilla in the Madhya Pradesh to Visakhapatnam Port across the Koraput District in Orissa;

(b) whether any aerial survey has been conducted in this direction; and

(c) if so, with what results?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No such proposal is included in the lines approved for execution in the Second Plan Period by the Planning Commission.

(b) No. But a ground Preliminary Engineering Survey was carried out in 1947-48.

(c) The construction was proved to be difficult and costly and the project financially not viable.

Unclaimed Packages on Railways

3529. **Shri N. R. Munisamy:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that when unclaimed or seized properties in the possession of Railways are sold in Public auction by Police, the packages are found to contain articles belonging to the Southern Railways with distinctive marks of identification;

(b) if so, how was it possible; and

(c) the remedial measures proposed to be taken to check such recurrence?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Unclaimed or seized properties in the possession of the Railways are not sold in Public auction by the Police, nor has any such incident come to our knowledge.

(b) and (c). Does not arise.

रेलों में बिना टिकट यात्री

३५३०. **श्री पद्म देव :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि २३ मार्च १९५८ की रात को जालंधर स्टेशन पर नं० ६ डाउन एक्सप्रेस के तीसरे दर्जे के एक डिब्बे में बैठे हुए तीन बिना-टिकट शराबियों ने रास्ता रोक कर अन्य यात्रियों को डिब्बे में नहीं आने दिया;

(ख) क्या यह भी सच है कि पुलिस के एक सिपाही को भी पीटा गया और उसकी वर्दी फाड़ दी गई ; और

(ग) यदि हां तो इस सम्बन्ध में क्या कार्यवाही की गई है ?

रेलवे उपमंत्री (श्री शाहनवाज खां): (क) जी हां ।

(ख) जी हां ।

(ग) भारतीय रेल अधिनियम की धारा १२० और भारतीय दंड संहिता (IPC) की धारा ३५३ के अधीन पुलिस ने उन लोगों के खिलाफ मामला दर्ज किया और उनमें से दो को उसी जगह गिरफ्तार कर लिया ।

Class IV Railway Employees

3531. Shri N. R. Munisamy: Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 960 on the 14th March, 1958 and state:

(a) whether the Class IV Railway Employees Promotion Committee has submitted its report;

(b) if so, what are its main recommendations;

(c) whether the report, if implemented will involve financial commitments;

(d) if so, to what extent;

(e) when the recommendations will be implemented;

(f) whether Government have accepted all recommendations;

(g) if not, how many of them have been accepted by Government; and

(h) the reasons for not accepting the rest?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes. Copies have been placed in the Library of the House;

(b) These are contained in Chapter XVI of the Report;

(c) Yes;

(d) to (h). The recommendations made by the Committee are still under examination.

Tuticorin Harbour

3532. Shri N. R. Munisamy: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that Tuticorin Harbour Development Council met him in the first week of April, 1958 and discussed matters relating to the development of a Deepwater Harbour at Tuticorin; and

(b) if so, what is the outcome of the discussion?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) A statement is laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 16].

Taxes on Motor Vehicles

3533. Shri Kumaran: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government propose to take over the levying of taxes on motor vehicles and to distribute the yield among the States; and

(b) if so, what specific steps Government have taken or propose to take in the matter?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The Estimates Committee had, in their Sixtieth Report, recommended that the Central Government should pursue with the State Governments the question of having a uniform rate of motor vehicle taxation throughout the country and the realisation of the tax by the Centre through a single levy, the proceeds being distributed to the States in an agreed ratio. Certain non-official organisations have also made a similar suggestion. The matter is under examination.

Roads in Orissa

3534. Shri Sanganna: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether any grant has been given to the Government of Orissa under the Road Development Scheme for the year 1958-59; and

(b) if so, to what extent?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Grants to the extent of Rs. 11·40 lakhs have been provided in the Budget Estimates and will be given in due course.

Ticketless Travel

3535. Shri M. N. Singh: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that on the 2nd March, 1958, about 20 ticketless travellers who were travelling by 368 Down Train assaulted a Travelling Ticket Examiner for demanding tickets from them at Bansdih Road Railway Station on the North Eastern Railway; and

(b) if so, what action has been taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, not on 2nd March, 1958. On 21st March, 1958, however, about 10 to 15 ticketless travellers travelling by 368 Down Train assaulted a Travelling Ticket Examiner at Bansdih Road Station for demanding tickets from them.

(b) A report has been lodged with Government Railway Police Ballia and the matter is under investigation by the Police authorities.

Rice Smuggling from Andhra

3536. Shri Vasudevan Nair: Will the Minister of **Food and Agriculture** be pleased to state the estimated quantity of rice smuggled out of Andhra State in the year 1957-58?

The Minister of Food and Agriculture (Shri A. P. Jain): No estimate is possible.

Rural Electrification in Kerala

3537. Shri Kodiyan: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Kerala Government have requested the Centre for any aid for rural electrification in the State; and

(b) if so, what action has been taken by the Centre in this regard?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes.

(b) The Planning Commission have advised the Government of Kerala to include the power schemes in the list of schemes sent to them for approval against the loan from the Ministry of Finance under the Miscellaneous Development Schemes.

Wagon Breakers

3538. **Shri S. M. Banerjee:**
Shri Prabhat Kar:

Will the Minister of **Railways** be pleased to state:

(a) whether a gang of wagon breakers is said to be working between Howrah and Asansol;

(b) if so, the steps taken so far to arrest these men; and

(c) the number arrested so far?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) The following measures have been taken so far:—

(i) posting of pickets at vulnerable spots;

(ii) organising joint raids with the G.R.P. and local police at the places of suspected criminals;

(iii) detailing of plain cloths staff for detection of crime and arrest of criminals at the spot.

(c) 51 persons.

Indian Council of Agricultural Research

3539. Shri Elayaperumal: Will the Minister of **Food and Agriculture** be pleased to state the number and nature of research schemes received from the Madras Government and approved by the Indian Council of Agricultural Research between the years 1950 to 1957 (March 31st)?

The Minister of Food and Agriculture (Shri A. P. Jain): A statement giving the required information is laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 17.]

Rate of Power Supply, Kharagpur

3540. { **Shri S. C. Samanta:**
Shri Subodh Hansda:

Will the Minister of **Railways** be pleased to state:

(a) whether the rate of electric energy at Kharagpur on S.E. Railway was revised recently;

(b) if so, what was the rate before and after the revision per unit separately for domestic and commercial purposes;

(c) whether any representations have been received by Government from the consumers; and

(d) the reasons of the revision in rates?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) Statement is laid on the Table of the Lok Sabha. [*See* **Appendix IX,** annexure No. 18.]

(c) Yes, representation has been received from the Merchants' Association.

(d) Prior to the formation of the Railway Zones the rate of power supply differed from station to station on the same zone. To bring uniformity it was decided in 1955 to have a single pooled rate for each zone. While fixing the pooled rates they were enhanced in some cases and reduced in other cases. The pooled rates are based on expenditure for the year 1955-56.

Compensation Claims on Railways

3541. Shri Hem Raj:

Will the Minister of **Railways** be pleased to state:

(a) the amount of compensation paid for the claims during 1957-58 for goods lost or stolen during transit;

(b) the number of cases for compensation filed and the number decided;

(c) the number of cases compromised; and

(d) the number of cases dismissed on technical grounds?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): *(a) Rs. 2·55 crores approximately.

*(b) The Number of suits filed in courts and the number decided were 21,280 and 16,018.

*(c) The number of suits compromised out of court was 9,618.

(d) Separate figures are not available of the number of cases which were dismissed on technical grounds. Information regarding total number of suits dismissed by the courts in favour of the Railways is, however, being obtained and will be laid on the Table of the Lok Sabha.

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*Unaudited figures.

Nurses and Compounders in Himachal Pradesh

3542. { **Shri Nek Ram Negi:**
Shri Bhakt Darshan:

Will the Minister of **Health** be pleased to state:

(a) whether the pay grades of nurses and compounders in Himachal Pradesh are not at par with the grades given in other States; and

(b) if so, when the Government is going to fix them in the same grades?

The Minister of Health (Shri D. P. Karmarkar): (a) and (b). Two comparative statements showing the pay scales of (i) Nurses and (ii) Compounders in Himachal Pradesh and other States are laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 19.] From the statements it will be observed that the pay scales of Compounders and Nurses (excepting Staff Nurses) are at par with those of Punjab. The question of giving Punjab scale of pay to Staff Nurses in Himachal Pradesh is under the active consideration of that Administration.

Acquisition of Land in Tripura

3543. **Shri Bangshi Thakur:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that lands from the local peasants of Rudra Sagar area, Rabindra-nagar, Sreemantapur and Subhapur, etc. in Sonamura Division of Tripura were acquired about 7 years ago but the compensation has not been paid so far; and

(b) if so, the reasons therefor?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). Yes, Sir. The compensation has been paid in 11 out of 19 cases. The delay in making payment in remaining cases is due to administrative difficulties.

Railway General Managers' Conference

3544. **Shri Harish Chandra Mathur:** Will the Minister of **Railways** be pleased to state what action, if any has so far been taken by Government on the proposals made at the conference of General Managers of Indian Railways which was held on the 28th January, 1958?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The problem was *generally* discussed with the General Managers, and views were fully exchanged. In matters in which they sought clarification, this was done. The General Managers were asked to intensify supervision at all levels and deal with cases of human failure with firmness and in a deterrent manner.

Other ancillary matters were also discussed with a view to an all round improvement.

Sugarcane and Paddy Diseases

3545. **Shri K. C. Jena:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of medicines so far discovered to fight out the diseases caused to the sugarcane and paddy crops;

(b) the names of the medicines to be administered to different particular diseases caused to paddy crops at different stages;

(c) the places of their availability and the cost of such medicines per maund;

(d) whether the application of medicines to paddy crops for curing disease in any way affects the crops; and

(e) whether the Agricultural Officers in the Block development and Community development areas popularise the method of application of such medicines to crops?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) About five

for sugarcane and seventeen for paddy.

(b) The information is furnished in the attached statement laid on the Table of the Lok Sabha. (Statement I). [*See* Appendix IX, annexure No. 20.]

(c) The information is furnished in the attached statement laid on the Table of the Lok Sabha. (Statement II). [*See* Appendix IX, annexure No. 20.]

(d) Not adversely, unless improperly applied.

(e) Yes.

बीकानेर रेलवे वर्कशाप में चोरी

३५४६. **श्री प० ला० बारूपाल :** क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे की बीकानेर रेलवे वर्कशाप के स्टोर्स डिपो से गत वर्ष १०-१२ हजार रुपये की कीमत का माल चोरी हो गया ;

(ख) यदि हा तो क्या माल चोरी हुआ ; और

(ग) इस सम्बन्ध में कितने व्यक्ति गिरफ्तार किये गये और उनसे क्या क्या माल बरामद हुआ ?

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) नवम्बर, १९५७ में स्टाक की जांच करने पर ९१२० रु० ७ आने की कीमत का माल पाया गया ।

(ख) तांबे के १४५० वाटर-स्पेस स्टे और तांबे के २९० कालर स्टेड चोरी गये ।

(क) पुलिस ने एक खलासी को गिरफ्तार किया है हालांकि उसके पास से कोई नाजायज माल बरामद नहीं हुआ । बीकानेर के मेसर्स अमर नाथ जगन्नाथ के गोदाम की भी तलाशी ली गयी और वहां से ४६ कटे हुए तांबे वाटर स्पेस स्टे मिले हैं ; लेकिन पुलिस ने गोदाम के मालिक को गिरफ्तार नहीं किया । वार्ड इंचार्ज ने बड़ी लापरवाही दिखायी । उसे नौकरी से अलग करने के लिए चार्जशीट दे दी गयी है ।

रेलवे वर्कशाप में चोरी

३५४७. **श्री प० ला० बारूपाल :** क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) यह सच है कि गत कुछ मासों में बीकानेर रेलवे वर्कशाप में बड़े परिमाण में चोरियां हुई हैं जिसके फलस्वरूप रेलवे के एक ठेकेदार के घर की तलाशी ली गई थी ;

(ख) क्या यह सच है कि उक्त ठेकेदार के घर के अन्दर से कई मन गला हुआ पीतल गड़ा हुआ मिला था ; और

(ग) यदि हां तो इस सम्बन्ध में क्या कार्यवाही की गई ?

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) नवम्बर १९५७ में स्टाक की जांच करने पर ९१२० रु० ७ आने का माल कम पाया गया । जांच के दौरान में पुलिस नें पहले के ठेकेदार मेसर्स अमरनाथ जगन्नाथ के गोदाम की तलाशी ली ।

(ख) उपरोक्त ठेकेदार के एक गोदाम से सिर्फ ४६ कटे हुए तांबे के वाटरस्पेस स्टे बरामद हुए जिन पर रेलवे के धुंधले निशान बने हुए थे ।

(ग) पुलिस ने भारतीय दंड संहिता (IPC) की धारा ३८०/४०९ के अन्तर्गत मामला दर्ज किया है । पूलिस की जांच जारी है

Transport Facilities

3548. **Shri Panigrahi:** Will the Minister of **Railways** be pleased to state:

(a) whether it has come to the notice of the Governmant that timbers have been accumulating in huge

quantities in Badampahar and Rairangpur stations since January last; and

(b) whether despatch of timbers from this area is being delayed due to acute short supply of wagons?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) A complaint regarding inadequate wagon supply for loading timber at Badampahar and Rairangpur stations on the Tata-Badampahar Branch line has been received by the South Eastern Railway.

(b) From 1st January 1958 to 20th April 1958 a total of 340 wagons were loaded for movement of timber from Badampahar station, leaving outstanding registrations of 467 wagons on 20th April 1958 with oldest date of registration as 14th January 1958. During the same period the total number of wagons loaded at Rairangpur was 69 wagons leaving outstanding registrations of three wagons only on 20-4-58 with the oldest date of registration as 1st January, 1958. Owing to extensive remodelling works on the S.E. Railway operational difficulties are being experienced and in consequence there are some arrears of loading. Endeavours are being made to catch up the arrears and the demand for timber transport will be met along with others in order of priority.

बीकानेर डिवीज़न में नियुक्त डाकिये और डाक-चपरासी

३५४९. **श्री प० ला० बारूपाल :** क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५६ से मार्च, १९५८ तक की अवधि में बीकानेर डिवीज़न में कितने डाकिये और डाक-चपरासी नियुक्त किये गये, और ;

(ख) इनमें अनुसूचित जातियों के कितने थे ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राजबहादुर) : (क) (i) डाकिये तथा देहाती डाकिये २६ (ii) डाक-चपरासी २८

(ख) (i) डाकिये तथा देहाती डाकिये ५
(ii) डाक-चपरासी ६

परिवहन सुविधायें

३५५०. **श्री डामर :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजा-ढ़ोक-की डूंगरी खदान में काम करने वाले ठेकेदारों ने पश्चिम रेलवे के मेघनगर स्टेशन से अन्य स्थानों को मेंगनीज भेजने में होने वाली कठिनाइयों को दूर करने के बारे में एक ज्ञापन प्रस्तुत किया था ; और

(ख) यदि हां तो उनकी कठिनाइयां क्या हैं ?

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) राजा-ढ़ोक-की-डूंगरी खदान के ठेकेदारों की तरफ से कोई ज्ञापन नहीं मिला है। जनवरी १९५८ में मेघनगर स्टेशन से मैंगनीज के कुल ९९ माल-डिब्बे भेजे गये और उस महीने के अन्त में डिब्बों की कोई मांग बाकी नही थी । फ़रवरी ५८ से लेकर २४ अप्रैल, ५८ तक माल डिब्बों की कोई मांग नहीं की गयी ।

(ख) भाग (क) के उत्तर को देखते हुए सवाल नहीं उठता ।

Zoological Garden at Simla

3551. **Shri Daljit Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Government have a proposal to construct a Zoological garden at Simla in Himachal Pradesh; and

(b) if so, the details thereof?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The information has been called for from the Himachal Pradesh Administration and will be placed on the table of the Sabha as soon as it is available.

Post Offices in Punjab

3552. Shri Daljit Singh: Will the Minister of **Transport and Communications** be pleased to state the number of Branch Post Offices which were converted into sub-Post Offices in Punjab during 1957-58?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Converted into departmental Sub-Offices........ 22

Converted into extra-departmental Sub-Offices .... 5.

Total 27.

Railway Employees

3553. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the number of Railway employees who have been placed under suspension on the Central Railway during 1957-58; and

(b) the number of them who have been reinstated so far?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 1438.

(b) 624.

Electrification of Stations

3554. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the number of Railway Stations electrified on the Northern Railway from Ambala to Nangal from 1956 to the 1st April, 1958;

(b) the amount spent for the purpose of electrifying these stations; and

(c) the reason for not electrifying Kiratpur Sahib so far?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Sirhind Station has been electrified at a cost of Rs. 46,635.

(c) The electrification of stations is done on a programmed basis subject to the availability of funds and power supply at reasonable rates. Priority for electrification of stations is decided in consultation with Passenger Amenity Committee. Electrification of Kiratpur Sahib station has been programmed during 1958-59.

Shift Cultivation in Orissa

3555. Shri Panigrahi: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether shifting cultivation control schemes were in operation in the tribal areas in Orissa during the First Plan period;

(b) what amount of money was allotted to Orissa in the First Plan for implementing such schemes;

(c) what amount has been allotted to Orissa during the Second Plan for implementing shifting cultivation and control schemes; and

(d) the number of demonstration centres proposed to be set up under this scheme in Orissa during the Second Plan period?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, Sir.

(b) Rs. 2·82 lakhs.

(c) Rs. 35·734 lakhs.

(d) Three Centres have been set up already by the State Government and the fourth one is to be started shortly.

वनस्पति तेल

३५५६. **श्री प० ला० बारूपाल :** क्या **स्वास्थ्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि डाक्टरों ने वनस्पति तेलों को पौष्टिक बताया है; और

(ख) क्या किसी डाक्टर की राय में वनस्पति तेल का असर लोगों के स्वास्थ्य पर बुरा होता है ?

स्वास्थ्य मंत्री (श्री करमरकर): (क) और (ख). केन्द्रीय सरकार को कोई जानकारी नहीं है ।

वनस्पति तेलों (जैसे मूंगफली, सरसों, नारियल, राई, कुसुम और तिल) के पोष्टिक तत्वों की जांच पूरा तरह मे की गयी है और उनमें से सभी समान रूप मे पोष्टिक पाये गये हैं ।

Medical Colleges

3557. **Shri Subodh Hansda:**
Shri S. C. Samanta:

Will the Minister of **Health** be pleased to state:

(a) whether there is any reservation of seats for Scheduled Castes and Scheduled Tribes students for admission to Medical Colleges managed by the Central Government;

(b) if so, the names of the Colleges and the percentage of reservation; and

(c) whether Government-aided colleges also enforce this reservation?

The Minister of Health (Shri Karmarkar): (a) Yes.

(b) 20% of the total number of seats available at the Pondicherry Medical College have been reserved for the students belonging to Scheduled Castes and Scheduled Tribes.

(c) 20% of the seats are reserved for the students belonging to Scheduled Castes and Scheduled Tribes in the Lady Hardinge Medical College, New Delhi and 10% at the All India Institute of Medical Sciences, New Delhi.

R.M.S. Reorganisation Committee

3558. **Shri Tangamani:**
Shri S. M. Banerjee:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the R.M.S. Reorganisation Committee has submitted its report; and

(b) if so, whether a copy of the report will be laid on the Table?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No; but the Committee expects to submit its Report very shortly.

(b) As the Committee is in the nature of a study group of technical experts appointed by the Director-General to advise him on certain R.M.S. problems, the question of laying a copy of its report on the Table of the Sabha will not ordinarily arise.

पूर्वोत्तर रेलवे के तार निरीक्षक

३५५६. **श्री सरजू पांडे :** क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) १९४७ से अब तक पूर्वोत्तर रेलवे के तार निरीक्षकों के चुनाव किस आधार पर किये गये हैं ;

(ख) मुख्य तार निरीक्षकों के चुनाव के क्या नियम हैं ;

(ग) इस रेलवे में १ अप्रैल, १९५६ को प्रत्येक जिले में सिगनलरों, हेड सिगनलरों और तार निरीक्षकों की संख्या क्या थी ; और

(घ) १९५५ से अब तक पूर्वोत्तर रेलवे के कितने सिगनलरों तथा हेड सिगनलरों की उन्नति विभिन्न ग्रेडों में की गई ?

रेलवे उपमंत्री (श्री शाहनवाज़ खां): (क) प्रवरता और उपयुक्तता के आधार पर ।

(ख) लिखित परीक्षा और इण्टरव्यू के आधार पर इनका चुनाव १५०–२२५ रु० वेतन-मान के तार निरीक्षकों और १००–१८५ रु० वेतन–मान के प्रधान तार बाबुओं में से किया जाता है ।

(ग) जिला	तारबाबू	प्रधान-तारबाबू	प्रधान तारबाबू निरीक्षक
(i) फतेहगढ़	२८	५	—
(ii) इज्ज़तनगर	२४	१	२
(iii) गोंडा	५१	५	१
(iv) सोनपुर	६४	३	२
(v) बनारस	२४	३	१
(vi) समस्तीपुर	३४	४	१
जोड	२२५	२१	७

(घ) तारबाबू .	६७
प्रधान तार बाबू .	१३

Paradip Port

3560. Shri Panigrahi: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Tokyo University in Japan was carrying on research work on Paradip port; and

(b) if so, whether any report of their research has been made available to the Union Government?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) A preliminary report has been received. Charts and drawings without which it is not possible to follow the report are awaited.

खाद्य पदार्थों के बारे में गवेषणा

३५६१. श्री भ० दी० मिश्र : क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) मंत्रालय के गवेषणा विभाग ने अब तक किन–किन खाद्य पदार्थों के बारे में गवेषणा की है और उन खाद्य पदार्थों के नाम क्या हैं ;

(ख) क्या इन खाद्य पदार्थों में कोई ऐसी वनस्पति, कन्दमूल इत्यादि भी हैं जिन्हें खाकर मनुष्य खाद्यान्न की कमी को पूरा कर सकता है और जो उसके स्वास्थ्य को भी ठीक रख सकते हैं ; और

(ग) यदि हां, तो वे क्या हैं और वे कहां सुगमता से मिल सकते हैं ?

खाद्य तथा कृषि मंत्री (श्री अ० प्र० जैन): (क) ऐसे खाद्य–पदार्थों पर मंत्रालय द्वारा कोई गवेषणा नहीं की गई है । फिर भी निम्न खाद्य फसलों के कृषि सम्बन्धी पहलुओं जैसे खेती करने के अधिक अच्छे तरीके, अच्छी किस्मों का निकास, महामारी और बीमारियों के नियन्त्रण आदि पर गवेषणा की गई है :—

(१) खाद्यान्न : गेहूं, धान, मकई, जौ, दालें और ज्वार–बाजरा ।

(२) फल : सिटरस (निम्बु–प्रजाति), आम, केला, अमरूद, लीची, पपीता, अंगूर, अनानास और पहाड़ी फल जैसे सेव, आड़ू, आलूचा, गिलास (Cherries), और खुमानी आदि ।

(३) सब्जियां : मिर्चें, बैंगन, भिन्डी, गोअर्डस (सीता फल, कद्दू, पेठा आदि), पम्पकिन्स (करेला, तोरी आदि), तरबूज, फूल और जड़-वाली फसलें, फूलगोभी, मटर, टमाटर, प्याज और लहसन, पत्ती वाली सब्जियां, सेम, ककड़ी, और परवल ।

(४) जमीन के नीचे की फसलें : सिम्यूल [illegible] (Tapioca), आलू, शकरकन्दी और कचालू ।

(ख) जी हां ।

(ग) पूछे हुए ब्यौरे नीचे दिये गये हैं :—

फल :

आम, अमरूद और पपीता	पंजाब यू० पी०, बिहार, पश्चिम बंगाल बम्बई, आन्ध्र प्रदेश और मद्रास ।

निम्बू-प्रजाति फल	पंजाब, यू० पी०, बिहार, आसाम, मध्य प्रदेश, बम्बई, मैसूर, मद्रास और आन्ध्र प्रदेश ।
केला	केरल, बम्बई, आन्ध्र प्रदेश, पश्चिम बंगाल और आमाम ।
अनानास	आसाम और मद्राम ।
लीची	यू० पी०, बिहार और पश्चिम बंगाल ।
अंगूर	बम्बई, आन्ध्र प्रदेश, मद्रास और हिमाचल प्रदेश ।
पहाड़ी फल	
(सेब, आड़ू, आलूचा, गिलास, और खूबानी आदि)	जम्मू और काश्मीर, हिमाचल, प्रदेश, पंजाब, यू० पी० और मद्रास ।
सब्जियां :	ममस्त भारत मे ।
ज़मीन के नीचे की फसलें	
सिम्यूल आलू (Tapioca)	दक्षिणी राज्यों में।
आलू शकरकन्दी कचालू	ममस्त भारत में ।

Land Survey in Manipur

3562. Shri L. Achaw Singh: Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to the Starred Question No. 1464 on the 5th April, 1958 and state:

(a) whether the survey party from West Bengal to be obtained by the Manipur Administration for land survey and settlement operations will be appointed on contract terms; and

(b) if so, the terms and conditions and the length of time for which their services will be required?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The question of obtaining the services of Survey Officers from West Bengal Govt. to carry out survey operations in Manipur is under consideration. However, the services of any staff taken from the West Bengal Government will not be on contract but on deputation.

(b) Does not arise.

Bridge on North Trunk Road in Assam

3563. Shri Liladhar Kotoki: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Government of Assam have asked the Government of India for sanction to construct Jia-Bhoreli bridge on the North Trunk Road in Assam;

(b) whether sanction has since been given; and

(c) when is the bridge expected to be completed?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) The sanction has not yet been accorded as the cost of the bridge is more than the provision originally made and the manner of meeting the additional expenditure is under discussion with the State Government. The matter is expected to be finalised shortly.

(c) About four years from the date work is commenced.

Remodelling of Kazipet Station Yard

3564. Shri T. B. Vittal Rao: Will the Minister of **Railways** be pleased to state:

(a) when the work in regard to remodelling of the Yard at Kazipet Railway Station will commence; and

(b) the reasons for the delay?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The proposal for providing a new yard on the Bezwada side of Kazipet Junction is under investigation and the survey work is in progress. In view of this, the exact date when the work will be taken in hand cannot be given.

(b) An abstract estimate amounting to about Rs. 21·5 lakhs for the remodelling of the yard at Kazipet was sanctioned in July 1957. This scheme provided for lines with only 1800 ft. clear standing room. In view of the decision to provide 2250 ft. clear standing room on loops at all stations of the Wardha Bezwada Section, the original proposal had to be revised. This revision has entailed a complete change in the original proposal. The revised scheme is under examination, as already mentioned above.

Medical Grants to Punjab

3565. **Shri Daljit Singh**: Will the Minister of **Health** be pleased to state:

(a) whether any amount has been allotted to the Punjab by the Central Government during 1957-58 for the development of Homeopathic and Ayurvedic systems of medicine; and

(b) if so, the details thereof?

The Minister of Health (Shri Karmarkar): (a) No.

(b) Does not arise.

Rupar-Nangal Railway Line

3566. **Shri Daljit Singh**: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that Rupar-Nangal Dam Railway line is running on a loss;

(b) the average number of passengers that travel daily on this line; and

(c) the number of goods trains that run daily on this line?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) 2460.

(c) Two.

Irrigation Projects in Punjab

3567. **Shri Daljit Singh**: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the names of the irrigation schemes recommended by the Punjab Government for execution during the Second Five Year Plan; and

(b) the names of schemes which will be taken up for execution during Second Five Year Plan period?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The following schemes in the major and medium irrigation sector were recommended by the Punjab Government for inclusion in the 2nd Plan:—

1. Revised Gurgaon Canal Project.
2. Extension of non-perennial irrigation to areas on Upper Bari Doab Canal.
3. Extension of irrigation (lift) from Western Jamuna Canal to Rewari and adjoining areas.
4. Increasing capacity of channels in Karnal and Delhi District.
5. Sirsa branch Munik Link Project.
6. Thein Dam on River Ravi.
7. Beas Dam project.
8. Shahanar (Hoshiarpur Canal Project).
9. Storage Dam on River Ghaggar and Ambala Canal.
10. Kishau Dam Project.

(b) The following schemes have been included in the Second Plan for implementation:—

1. Revised Gurgaon Canal Project.
2. Extension of non-perennial irrigation to areas on Upper Bari Doab Canal.
3. Extension of irrigation (Lift) from Western Jamuna Canal to Rewari and adjoining areas.

4. Increasing capacity of channels in Karnal and Delhi Districts.

"Anta Drainage Scheme", Howrah District, West Bengal

3568. Shri Ghosal: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether any representation has been made to the Central Government protesting against the modification made by the West Bengal Government in the original project of the "Anta Drainage Scheme" of Howrah district under the Second Five Year Plan; and

(b) if so, the action taken thereon?

The Deputy Minister of Irrigation and Power (Shri (Hathi): (a) Three representations from various Committees *viz.* Kedua Khal Committee, Ulubaria Sub Divisional Grow More Food Committee and Howrah District Krishak Committee have been received against the modified Anta Drainage Scheme of the West Bengal Government. The modifications made by the West Bengal Government in the revised scheme relate to the omission of the sluice across the drainage channel as well as the navigation lock on the Midnapur Canal with a view to protect a tile industry which would otherwise have been deprived of the tidal silt required as raw material for making the tiles.

(b) The State Government of West Bengal have been requested for a report on the points raised in the representations and their reply is awaited.

Agricultural School at Lamphel

3569. Shri L. Achaw Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether there is any proposal to start an agricultural school at Lamphel; and

(b) if so, when it will be started and whether it will be affiliated to any University?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The information has been called for from the Manipur Administration and will be laid on the Table of the Sabha as soon as it is available.

Supply of Drinking Water in Manipur

3570. Shri L. Achaw Singh: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that several villages in the Manipur valley have been suffering from scarcity of drinking water due to drought conditions for the last two months; and

(b) if so, what short-term and long-term measures are being adopted to supply the villagers pure drinking water?

The Minister of Health (Shri Karmarkar): (a) and (b). The required information is being obtained from the Chief Commissioner, Manipur and will be placed on the Table of the Sabha when received.

Train Collision at Arkonam

3571. Shri N. R. Munisamy: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that there was a collision between an Engine and a running train at Arkonam Railway Station on the 7th April, 1958;

(b) how many persons were injured;

(c) what was the reason for such a collision; and

(d) whether an enquiry has been held in this regard?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) On 7th April, 1958, rake of Arkonam—Gudur Passenger Train, while being drawn on to platform line No. 5, at Arkonam Station, was wrongly put on line No. 4 and it collided with a shunting Engine standing on that line.

(b) Four persons occuping the passenger rake sustained minor injuries.

(c) Wrong setting of points.

(d) A Senior Officers' Enquiry Committee investigated the accident on 9-4-58.

Manmad-Indore Railway Line

3572. Shri Jadhav: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Railway line project from Manmad to Indore *via* Malegaon and Nardana was recommended by the Bombay State Government to be included in the Second Five Year Plan in the year 1954; and

(b) if so, what action has so far been taken in the matter?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). A proposal for construction of a railway line from Manmad to Malegaon and its further extension upto Nardana was recommended by the Government of Bombay. This project is not included in the Railway's Programme of new line construction approved by the Planning Commission during the Second Five Year Plan.

Signallers on Railways

3573. Shri Vajpayee: Will the Minister of **Railways** be pleased to state:

(a) the number of signallers in Varanasi District, N.E. Railway on the 1st April, 1958; and

(b) the number of those signallers who have been upgraded on this Railway, as per "New Deal"?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 35.

(b) 8 posts in Varanasi District have been upgraded against which 4 men have already been promoted and promotion orders of the remaining 4 will issue shortly.

C.H.S. Scheme

3574. Shri Vajpayee: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the Government received a representation from the Central Government Employees regarding Contributory Health Services Scheme;

(b) if so, the main grievances of the employees; and

(c) Government's reaction thereto?

The Minister of Health (Shri Karmarkar): (a) Yes; a representation from about 40 employees of the Directorate General of Posts and Telegraphs only has been received regarding Contributory Health Service Schemes.

(b) The main grievances of the employees are:—

(i) Delay in attending to emergent cases;

(ii) Faulty diagnosis by the Medical Officers;

(iii) Non-availability of medicines;

(iv) Unduly long period of waiting;

(v) Discourteous and unsympathetic attitude of the staff towards the patients;

(vi) Lack of proper attention by Specialists.

(c) Considering the vast coverage of population of 4 lakhs, provided by the Contributory Health Service Scheme, as well as the difficulties and drawbacks in the initial stages of the pilot project of this magnitude, the scheme can be said to have succeeded in a reasonable measure in achieving its object in fulfilling the distinct felt need in the matter of providing medical facilities to the Central Government Servants and their families.

Apart from occasional instances of difficulties and grievances, the services are functioning satisfactorily.

The range of medicines has been provided on a liberal scale and a large stock of medicines is maintained to meet the need of special medicines.

The inadequacy of services in some directions has been noticed by Government and the re-organization of the scheme in order to increase the number of dispensaries and additional staff of Specialists and Medical Officers is under consideration.

Protest Day by R.M.S. Employees Union

3575. Shri Vajpayee: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the R.M.S. Employees Union observed April 23 as a protest day to voice their opposition to the Government's decision in regard to selection grade appointments;

(b) if so, the demands made by the Union; and

(c) Government's reaction thereto?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). No notice was received from the Union about observing April 23 as a protest day but communications received from some Branch Unions show that they passed resolutions protesting against the filling of 1/3rd of L.S.G. posts by selection. The request of the Union is however, under consideration.

Yogic Exercises

3576. Shri Vajpayee: Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 1289 on the 14th March, 1958 and state:

(a) whether the scheme to study the effects of Yoga on the functions of the human mind and body proposed to be undertaken by the Indian Council of Medical Research has since been implemented; and

(b) if so, the details of this scheme?

The Minister of Health (Shri Karmarkar): (a) and (b). Preliminary steps in connection with the starting of the scheme to study the effects of Yoga, namely recruitment and training of staff and the establishment of liaison with the various Yogic institutions are being taken. The actual investigations will be taken in hand by the Indian Council of Medical Research as soon as these preliminaries are completed.

Draft Model Act

3577. Shri Vajpayee: Will the Minister of **Health** be pleased to refer to the reply given to Starred Question No. 979 on the 14th March, 1958 and state:

(a) whether Draft Model Acts for Municipal Boards and village panchayats have since been got ready; and

(b) if not, the reasons for the delay?

The Minister of Health (Shri Karmarkar): (a) and (b). The draft Model Act for Gram Panchayats has since been finalized and printed. The draft Model of the Municipal Act is under print and the draft Model of the District Board Act is still under preparation.

Board for welfare of Posts and Telegraphs Workers

3578. Shri Vajpayee: Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Starred Question No. 715 on the 7th March, 1958 and state:

(a) whether the Standing Committee for settling outstanding disputes between Government and its employees and the Board for the welfare of Post and Telegraph workers have since been formed; and

(b) if not, when they will be formed?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Orders laying down the constitution etc. of these two bodies have been issued and it is expected that they will start functioning shortly.

Uniforms on Railways

3579. Shri Vajpayee: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that uniforms are supplied to the members of commercial staff working on all the Railways except the Central Railway;

(b) if so, the reasons therefor;

(c) whether Government have received any representation from the employees in this connection; and

(d) if so, with what result?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) Does not arise.

(c) No.

(d) Does not arise.

Hirakud Reservior

3580. Shri Panigrahi: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that 19 villages of Mahadebpalli Police Station in the district of Sambalpur, Orissa have been cut off from other places as a result of spread of water from Hirakud reservoir; and

(b) if so, what measures have been taken to meet the situation?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) 14 villages and 4 periphery settlements of Mahadevpalli Police Station in the district of Sambalpur remain cut off from other places of Orissa for about six months as a result of spread of water from Hirakud reservoir around these villages on three sides. These villages however, are accessible from the adjoining areas of Madhya Pradesh.

(b) The question of constructing a bridge over Barakelo river to connect these villages with other places in Orissa is under the consideration of the State Government.

Cattle Fodder in Delhi

3581. Dr. Ram Subhag Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that cattle in Delhi cattle pounds are given fodder on the basis of 8 seers of dry fodder per head per day;

(b) if so, whether Government are aware that minimum fodder needed for a cattle head per day is 15 seers;

(c) whether it is also true that the rate charged from the cattle owners by the pound authorities per day per cattle head for feeding is Rs. 2·50 n.p. though 8 seers of dry fodder costs only 50 n.p.; and

(d) if so, whether Government will take any steps to increase the quantity of fodder supplied to cattle in Delhi pounds?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (d) The information has been called for from the Delhi Administration and will be placed on the Table of the Sabha as soon as it is available.

Anti-social elements on Railways

3582. Shri N. R. Munisamy: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that Electric Multiple Unit Coaches introduced recently in the Howrah-Bandel and Howrah-Tarakeswar sections of the Eastern Railway are damaged by anti-social elements causing loss to Railway property;

(b) if so, what steps have been taken to prevent such occurrences;

(c) whether these anti-social acts are perpetrated in Railway yards during night; and

(d) what is the total loss so far incurred?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) On two occasions it was found that the rexine cloth of the seat in two first class coaches was cut by knife and pieces removed.

(b) Escorting of all trains on run and guarding of individual rakes in the yards has been taken up, but it is felt that such unsocial acts even with this measure canot be altogether eliminated. A more effective remedy seems to be to rouse the social conscience through persistent public opinion and it is hoped that public-spirited people in this area will do the needful.

(c) Investigation continues to locate the exact place where this was done.

(d) A total of 12 ft. of cloth valued at Rs. 50 approximately.

Total Agricultural Area of Delhi

3583. Shri Hem Barua: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total agricultural area in the Union territory of Delhi; and

(b) the agricultural area under evacuee property?

The Minister of Food and Agriculture (Shri A. P. Jain): (a). 2,28,730 acres only.

(b) 16,264 acres.

Railway Protection Force

3584. Shri Elayaperumal: Will the Minister of **Railways** be pleased to state:

(a) what is the total strength of the Railway Protection Force on the Southern Railway as on the 31st March, 1958;

(b) the number of Chief Security Officers, Inspectors and other Junior Officers;

(c) how many of them belong to Scheduled Castes and Scheduled Tribes;

(d) whether their quota has been filled up in all ranks; and

(e) if not, what are the reasons?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 6914.

(b)

Chief Security Officer—	..	1
Security Officer Assistant	..	1
Security Officers (including one Commandant)	..	
Inspectors—	..	34
Sub-Inspectors	..	107
Subedars	..	94

(c) 6 Scheduled Castes, 1 Scheduled Tribes.

(d) and (e). Reservation for Scheduled Castes and Scheduled Tribes is made only in the ranks in which direct recruitment is made. In the ranks for which the number is given in (b) direct recruitment was made only among Sub-Inspectors. In the last selection, 33 candidates were selected for the posts of Sub-Inspector. The reservation quota for Scheduled Castes and Scheduled Tribes was 5, but only 3 Scheduled Castes and 1 Scheduled Tribe candidates turned up and all were selected.

Foot Over-Bridge, Tirupapuliyur

3585. Shri Elayaperumal: Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No. 2511 on the 17th April, 1958 and state:

(a) whether it is a fact that some materials received for the foot overbridge work in Tirupapuliyur Railway Station were shifted from that Station to some other place;

(b) if so, what are the reasons; and

(c) to which place these materials were shifted?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Not yet.

(b) In view of the present difficult position regarding availability of steel, the materials are proposed to be diverted to more important and urgent works elsewhere.

(c) The exact work and place to which the materials will be diverted is still under consideration.

बिजली के इंजन

३५८६. श्री भोगजी भाई : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) कलकत्ते में बिजली से चलने वाली रेलों के लिये अब तक कितने बिजली के इंजन विदेशों से खरीदे गये हैं;

(ख) वे किन किन देशों से खरीदे गये; और

(ग) उनका कितना मूल्य दिया गया ?

रेलवे उपमंत्री (श्री शाहनवाज खां): (क) से (ग). एक विवरण सभा पटल पर रख दिया गया है [**देखिये परिशिष्ट ६, अनुबन्ध संख्या २१**]

Amritsar Railway Workshop

3587. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the number of persons selected for Class III posts from the 1st January, 1957 to the 1st April, 1958 in Amritsar Railway Workshop;

(b) the number of applications received during the same period; and

(c) the number of Scheduled Castes selected among them?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (c). Direct recruitment to fill Class III posts of skilled artisans made by the Northern Railway administration was as under:—

1. Total number of candidates selected.	.. 51
2. Total number of applications received.	.. 497
3. Scheduled Castes candidates selected.	.. 2

Direct recruitment to fill other Class III posts was made through the Railway Service Commission, Allahabad, Statistics of such recruitment for Amritsar Workshops above are not available.

Seed Multiplication Farms in Punjab

3588. Shri Daljit Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of seed multiplication farms established so far in Punjab; and

(b) the amount allotted to Punjab Government in this regard as subsidy during 1957-58?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) 76 seed multiplication farms in terms of 25 acres each have so far been established in Punjab State.

(b) An amount of Rs. 10,79,250 was sanctioned as subsidy to Punjab State for the setting up of seed farms during 1957-58.

Forests in Punjab

3589. Shri Daljit Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any investigation into the forest resources of the State of Punjab was made during 1957-58; and

(b) if so, the prospect of industries in this regard?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and **(b)**. Two Finnish Experts have been invited to investigate into the possibilities of setting up forest industries in the Beas area including the supply of raw material for such industries from the surrounding coniferous areas. These experts are at present carrying a survey of the areas on completion of which their recommendations in the matter will be available.

Family Planning Centres

3590. Shri Daljit Singh: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that a number of patent medicines for birth control are prescribed in family planning centres;

(b) if so, the names of those medicines; and

(c) how many of them are manufactured in India?

The Minister of Health (Shri Karmarkar): (a) Yes Sir.

(b) A list of approved contraceptives is placed on the Table of the Sabha. [*See* appendix IX, annexure No. 22].

(c) As far as known, 'Contab' (Smith Stainstreet & Co., Calcutta), 'Planitab' (Hind Chemicals, Kanpur) foam tablets and check pessaries (Rubber Industries India Ltd., Bombay) are manufactured in India.

Earnings on Central Railway

3591. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state the earnings on the Central Railway during each of the months of January to December 1957 as compared to the corresponding months during the year 1956?

The Deputy Minister of Railways (Shri Shahnawaz Khan): A statement is laid on the Table of the Lok Sabha [*See* appendix IX, annexure No. 23].

Cotton Production in Punjab

3592. Shri Daljit Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether there is any specific scheme for Punjab to develop cotton production during the Second Five Year Plan; and

(b) if so, the details of the scheme?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes.

(b) The Cotton Production Scheme, which is running in the Punjab State during the Second Five Year Plan, aims at increasing the production of cotton by the various extensive and intensive methods of cultivation. Under the extensive methods, it is proposed to increase the area under cotton by extending the cultivation of the crop in the old and new areas, specially where additional irrigation facilities are being provided. In the latter case, increasing quantities of pure cotton seeds and fertilizers are being distributed every year. Fumigation of cotton seed to destroy pink boll worm before its distribution to the cultivators and adoption of pest control measures are also undertaken. The target of production is 12·5 lakh bales by the end of the Plan period *viz.* 1960-61.

2. The entire expenditure on the scheme is borne by the Government of India except losses on cotton seed distribution amongst the cotton growers, which are shared equally between the Central and the State Governments. During the first two years of the Second Plan, *viz.* 1956-57 and 1957-58, the State Government were given grants amounting to Rs. 82,164/- and Rs. 64,265/-, respectively, as the central share of assistance towards this scheme.

Ukai Dam

3593. Shri Yajnik: Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 1379 on the 1st April, 1958 regarding Ukai Dam and state:

(a) whether it is a fact that the planned production of electric power is proposed to be drastically reduced by the Technical Committee appointed to enquire into the project;

(b) whether it is also a fact that the capacity of the reservoir has also been proposed to be drastically reduced by the same Technical Committee;

(c) the figures of electric power and reservior Capacity that were planned originally and the reduction proposed therein; and

(d) the reasons for this reduction?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No drastic reduction in power generation has been recommended by the Technical Committee.

(b) Some reduction in the storage capacity of the reservoir has been recommended by the Committee, consequent on the lowering of the height of the dam by 6 feet *i.e.* from FRL 351 to FRL 345. Nevertheless, irrigation potential will be unaffected *i.e.* proposed irrigation will remain 3,91,650 acres as before.

(c) The Technical Committea's proposals envisage power generation of 90,000 KW at 60% load factor against 1,10,000 KW in the original project report. Gross capacity of the Ukai reservoir was originally kept at 7·85 m. acre-ft. and will be reduced to 6:93 m. acre-ft. according to the Technical Committee's report.

(d) The reduction in power generation and reservoir capacity is due to the lowering of the height of the dam by 6 ft.

Agricultural Quota of Iron, Steel and Coal

3594. Shri Daljit Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the agricultural quota for iron, steel and coal demanded by the Punjab Government during 1958-59;

(b) the quantity allotted during 1957-58; and

(c) the quantity lifted by the State Government from the quota?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The demands for Iron and Steel required for agricultural purposes are received on a quarterly basis and those for Coal on a half yearly basis from the State Governments.

The requirements of the Punjab Government for the first two quarters of 1958-59 in respect of Iron & Steel and for the full year 1958 in respect of Coal have so far been received and are as under:—

Iron and Steel	8,640 tons.
Coal	1,50,348 tons.

In addition to this, a demand of 1750 tons of scrap or defective steel for the year 1958-59 has been received from the Punjab Government.

(b) The quantity of iron and steel allotted to the Government of Punjab for agricultural purposes for the year 1957-58 is 3912 tons.

The quantity of coal allotted to the Government of Punjab for the calendar year 1957 for agricultural purposes is 1,17,194 tons.

(c) Information about the quantities of iron and steel and coal lifted by the Government of Punjab is not available.

Railway Protection Force

3595. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the quota reserved for Scheduled Castes and Tribes in the Railway Protection Force on Northern Railway for the year 1957-58; and

(b) the number of persons selected during the same period belonging to those **castes?**

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 178.

(b) 67.

Electrification of Railway Stations

3596. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) what arrangements have been made for the supply of electric light to the Railway Stations on the Northern Railway during 1958-59; and

(b) the names of the stations?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Names of the stations programmed for electrification during 1958-59 are given in the statement laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 24.]

Foreign Assistance for Indian Health Projects

3597. Shri Daljit Singh: Will the Minister of **Health** be pleased to state:

(a) the names of the foreign countries which assisted India during 1957-58 with regard to our Health Projects; and

(b) the names of those projects and assistance given by each country?

The Minister of Health (Shri Karmarkar): (a) United States of America.

(b) Names of Health Projects:

(i) Assistance to Medical Colleges and Allied Institutions in India under Indo-U.S. Agreement—Operational Agreement No. 29. ($ 2,23,300·0).

(ii) Assistance to Orientation Training Projects under Indo-U.S. Agreement—Operational Agreement No. 30. ($ 15,155·22).

(iii) Assistance to National Water Supply and Sanitation Programme under Indo-U.S. Agreement—Operational Agreement No. 25. ($30,13,141:00).

(iv) Assistance to National Malaria Control Programme under Indo-U.S. Agreement—Operational Agreement No. 9. ($72,88,000·00).

(v) Assistance to National Filaria Control Programme under Indo-U.S. Agreement—Operational Agreement No. 33. ($13,41,000:00)

Total value of assistance received during 1957-58
U.S. $7,18,80,596:22

Number of experts/technicians obtained:

Eight.

Offer of fellowships availed:

Two.

Regional Poultry Farm in Punjab

3598. Shri Daljit Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any regional Poultry Farm and Demonstration and Extension Centre has been approved for the Punjab State under the Poultry Development Scheme; and

(b) if so, the details thereof?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) There is no proposal to set up any Regional Puoltry Farm in the Punjab, 24 Poultry Extension Centres have however, been allotted to the State under the All India Poultry Development Scheme, under the Second Five Year Plan, of which 10 have already been set up.

(b) Each extension centre will be responsible for:—

(i) Supplying improved breeds of Poultry to the villagers in the Block at a concessional price.

(ii) demonstrating modern methods of poultry keeping.

(iii) training of persons every year in poultry keeping; and

(iv) helping them to market their produce.

Railway Employees

3599. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the number of employees who have been declared medically unfit on the Northern Railway during 1957-58; and

(b) the number of employees who were retired from service on medical grounds during the same period?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

Fertilizers for Punjab

3600. Shri Daljit Singh: Will the Minister of **Food and Agriculture** be pleased to state whether the quota of fertilizers fixed for the Punjab State for the year 1958-59, would be sufficient to meet the demand of the State?

The Minister of Food and Agriculture (Shri A. P. Jain): The demand and quantities of fertilizers likely to be supplied are as follows:—

(All figures in tons)

Name of the Fertilizers	Demand	Qty. likely to be supplied
Sulphate Ammonia	40,000	18,000
Urea	7,000	5,250
Ammonium Sulphate Nitrate	7,000	5,950
Calcium Ammonium Nitrate	20,000	20,000

The demand of the State Government will be met to the extent of about 69 per cent. (expressed in terms of plant nutrient nitrogen).

Railway Workshop, Amritsar

3601. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a representative of the Scheduled Castes is represented on the Selection Committee to select Class IV employees to the Railway Workshop, Amritsar; and

(b) if not, the reasons therefor and action proposed to be taken in this regard?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) Instructions to this effect have not been issued. As the recruitment of Scheduled Castes is now watched by an officer specifically entrusted with that responsibility, no other action appears necessary.

Traffic Congestion in Khari Baoli and Phatak Haphash in Delhi

3602. Shri Radha Raman: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that traffic in the area of Khari Baoli and Phatak Haphash, Delhi is presenting lot of difficulty due to the existence of Transport Companies in these areas and numberless trucks loading and unloading the goods every day;

(b) whether several children and adults have met with accidents or have been killed due to this overcrowding; and

(c) if so, what steps are being taken to improve the situation?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): A statement giving the information required is laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 25.]

Dams at Naraj and Tikarapada

3603. Shri Panigrahi: Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Unstarred Question No. 1249 on the 6th December, 1957 and state the latest position regarding the construction of Dams at Naraj and Tikarapada on the river Mahanadi?

The Deputy Minister of Irrigation and Power (Shri Hathi): No specific proposals have so far been received from the Government of Orissa for the construction of Dams at Naraj and Tikarapada

Findings of Stanley Jones

3604. Shri P. G. Deb: Will the Minister of **Railways** be pleased to state what are the findings in the case where Mr. Stanley Jones, Secretary of Methodist Missionary Society of Calcutta was reported to have been thrown out of a running train near Siliguri in North Bengal on the 6th March, 1958?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The matter is still under investigation by the Police.

डूहरू रेलवे स्टेशन

३६०५. { श्री अर्जुन सिंह भदौरिया :
श्री जगदीश अवस्थी :

क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य रेलवे की कानपुर–वांदा ब्रांच लाइन पर डूहरू रेलवे स्टेशन के निर्माण की स्वीकृति दे दी गई है ;

(ख) यदि हां, तो यह स्वीकृति कब दी गई थी और अब तक स्टेशन न बनने के कारण क्या हैं ; और

(ग) द्वितीय पंचवर्षीय योजना के अन्तर्गत इस ब्रांच लाइन पर किन–किन स्थानों पर रेलवे स्टेशन बनाने का विचार है ?

रेलवे उपमंत्री (श्री सें० वे० रामस्वामी):

(क) जी नहीं ।

(ख) सवाल नहीं उठता ।

(ग) घाटमपुर और हमीरपुर रोड के बीच डूहरू में स्टेशन बनाने के सुझाव पर विचार किया जा रहा है । इसके अलावा कोई और स्टेशन बनाने का विचार इस समय नहीं है

Nohar-Churu Railway Line

3606. Shri P. C. Borooah: Will the Minister of **Railways** be pleased to state:

(a) whether there is any proposal under the consideration of Government to extend Railway Line from Nohar or Hanumangarh to Churu *via* Taranagar in Bikaner Division; and

(b) if so, when Government propose to complete this project?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No. Sir.

(b) Does not arise.

Accident at Baruanagar Level Crossing

3607. Shri P. C. Borooah: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that there was a fatal accident at the Baruanagar Level Crossing in North Eastern Frontier Railway on the 6th April, 1958 when a Motor Truck collided with the 7 UP Express Train resulting in the death of two persons and serious injuries to one person;

(b) whether it is a fact that the level-crossing has been closed from the evening of the day of the accident; and

(c) if so, when will the level-crossing be re-opened for public use?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) At about 7·20 hours on 6th April 1958 while 7 UP express was on run between Baruanagar and Borhat Stations on Mariani-Tinsukia Section of North-east Frontier Railway, one Motor truck on her attempt to cross the track at mile 555/7-8, collided with the train engine. As a result, out of the three persons in the truck, one died at the spot, another died on arrival at Borhat and the third was taken to Dibrugarh Hospital by the same train, after first aid was rendered by the Railway doctor at Borhat.

(b) The level crossing was not opened for traffic and even prior to the accident, sleeper posts had been provided to prevent its unauthorised use. However, it seems that the barricade had been removed by some unknown person. The barricade has again been provided after the accident on 6th April, 1958.

(c) The level crossing will be opened for public use only after sanction for its opening is received from the Government Inspector of Railways at Calcutta to whom the necesary application has been submitted.

Train Examiners Penalised

3608. Shri Ghosal: Will the Minister of **Railways** be pleased to state:

(a) the total number of Train Examiners who have been penalised in South-Eastern Railway during the period from the 1st January, 1956 to 1st April, 1958; and

(b) the reasons in each case?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The information is being collected and will be laid on the table of the Sabha.

Train Examiners

3609. **Shri Shilal:**
Shri S. M. Banerjee:

Will the Minister of **Railways** be pleased to state:

(a) the total number of Train Examiners have been upgraded under the 'New Deal' in all Railways; and

(b) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The upgrading orders have been implemented on the Eastern Railway and are under implementation on other Railways.

Surplus Rice in Andhra

3610. **Shri Tangamani:**
Shri S. M. Banerjee:

Will the Minister of **Food and Agriculture** be pleased to state how much of the surplus rice in Andhra has been allotted to each of the States in the Southern Zone for the current year?

The Minister of Food and Agriculture (Shri A. P. Jain): Surplus rice from Andhra can move freely through trade channels to any of the States in the Southern Zone and no allotment is necessary. The Rice procured by the Governemnt of India in Andhra has gone into the central stocks and has been or will be isued along with other rice to deficit areas including Kerala in the South according to their needs from time to time.

Auctioners on Railways

3611. Shri Yajnik: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the third class passengers travelling on the Western Railway especially on the Ahmedabad-Bombay Section are harassed, insulted and sometime assaulted by petty peddlars of goods, who pose as auctioners;

(b) whether it is a fact that even railway servants including Ticket Examiners have sometimes been insulted and assaulted by these auctioners; and

(c) whether Government have taken any steps in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Stray cases of the nature have been reported.

(c) A special squad was raised by Railway Protection Force and in co-operation with the police frequent raids were conducted in the affected trains between sections Ahmedabad-Baroda and Baroda-Braoch from February 1958, and this arrangement is still continuing. As a result of these joint raids by police and R.P.F. 12 offenders were arrested and convicted and the situation is reported to be well under control now.

Duties of labourers on Railways

3612. Shri S. M. Banerjee: Will the Minister of **Railways** be pleased to state:

(a) whether the unskilled labourers of carriage and wagon branch of the South-Eastern, Central and North-Eastern Railways are deputed to perform the duties of semi-skilled nature; and

(b) if so, the reasons for not upgrading such posts to semi-skilled grade?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) Does not arise.

Wooden Sleepers

3613. Shri Chandak: Will the Minister of **Railways** be pleased to state:

(a) whether any order has been placed on foreign firms for wooden sleepers in response to the Global Tender floated in December, 1957;

(b) if so, the particulars of the firm or firms with sizes, quantities, species of timber and c.i.f. prices; and

(c) if the reply to part (a) above be in the negative, the reasons for not accepting any offer?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes. Orders have so far been placed on two firms in Australia. More orders will be placed shortly.

(b) Two statements showing the requisite information are laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 26]

(c) Does not arise.

Wooden Sleepers

3614. Shri Chandak: Will the Minister of **Railways** be pleased to state:

(a) how many countries tendered for wooden sleepers in response to the Global Tender floated in December 1957; and

(b) whether the Government propose to float fresh Global tender or start direct negotiations with foreign firms through Government Trade Representatives or give up the idea of procuring wooden sleepers from external sources?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Twenty.

(b) There is no proposal to float fresh Global Tender; response to the tender called in 1957 is good.

Theft of Railway Properties

3615. Shri Ghosal: Will the Minister of **Railways** be pleased to state:

(a) whether some lorry-loads of stolen Railway properties were recovered near Saktigarh, Burdwan during the 3rd week of April, 1958; and

(b) if so, what is the value of the goods recovered?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) Rs. 3,000 approximately.

Interim General Plan for Greater Delhi

3616. Shri P. L. Barupal: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the Delhi administration has proposed to acquire 3097·34 acres of land for the execution of the interim general plan for greater Delhi; and

(b) if so, the salient features of the said plan?

The Minister of Health (Shri Karmarkar): (a) Yes, Sir.

(b) (1) Development of 3000 acres of land for housing.

2. Development of 200 acres for industrial purposes.
3. Provision of Slaughter House and development of other ancillary trades.
4. Resettlement of Gwalas and Cattle (1600 heads of cattle).
5. Slum Clearance and improvement of 1500 Katra.

6. Slum rehousing—construction of 3000 houses.
7. Provision of drainage and water supply facilities in Shahdara.
8. Acquisition of slum properties —about 500 acres.
9. Development of roads.

Colonies in Delhi

3617. Shri Chandak: Will the Minister of **Health** be pleased to state:

(a) the names of Colonies in Delhi which are already provided with the general amenities; and

(b) the reasons for delay in not providing such amenities in other Colonies?

The Minister of Health (Shri Karmarkar): (a) and (b). Necessary information is being collected and will be laid on the Table of the Sabha in due course.

Demurrage paid to vessels at Visakhapatnam Harbour

3618. Shri Morarka: Will the Minister of **Transport and Communications** be pleased to state:

(a) the dates when the following vessels arrived at the Visakhapatnam Harbour and also the dates when they commenced discharging the cargo during 1956-57:—

(i) S. S. Tourliani
(ii) S. S. Panormus
(iii) S. S. Antonios D. S.
(iv) S. S. Roy;

(b) whether any demurrage was paid for the delay in discharging the cargo;

(c) if so, the amount paid; and

(d) the names of the parties by whom it was paid?

***The Minister of State in the Ministry of Transport and Communications* (Shri Raj Bahadur):** (a) It was in December 1957 that the four vessels named S. S. Tourliani, S. S. Panormus, S. S. Antonios D. S. and S. S. Roy called at Visakhapatnam Harbour. The dates of their arrival and commencement of discharge of cargo are given below:—

Name of vessel	Date of arrival	Date of commencement of discharge
S.S. Tourliani	16-12-57	28-1-58
S.S. Panormus	19-12-57	5-2-58
S.S. Antonios D.S.	26-12-57	6-2-58
S.S. Roy	31-12-57	13-[illegible]-58

(b) to (d). No payment has so far been made on account of demurrage. The Bhilai Steel Project Authorities, however, estimate that a sum of about Rs. 6 lakhs will become payable as demurrage.

Freeze Drying Machines

3619. Shri P. B. Banerji: Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Unstarred Question No. 1160 on the 11th March, 1958 and state:

(a) the reasons for such a huge disparity in the number and scales of pay of the maintenance staff for the Freeze drying machines at (i) Indian Veterinary Research Institute, Bareilly, (ii) Central Research Institute Kasauli, (iii) Biological Product Centre, Lucknow;

(b) the method of recruitment for these posts; and

(c) the reasons for importing glass ampouls used in Indian Veterinary Research Institute, Bareilly when ampouls are manufactured in India?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c). The information is being collected and will be placed on the Table of the House as soon as it is available.

Water Supply in Tripura

3620. Shri Bangshi Thakur: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the people of Pekuarjala, Mohanpur, Ujanlarma etc. moujas of Tripura, are suffering for want of drinking water;

(b) whether it is also a fact that due to want of drinking water the people of those areas have fallen victims to infectious diseases; and

(c) if so, the remedial measures proposed to be taken by Government?

The Minister of Health (Shri Karmarkar): (a) to (c). The information is not readily available and will be placed on the Table of the Sabha in due course.

Cattle Disease

3621. Shri Bangshi Thakur: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that cows and buffaloes belonging to the peasants of whom 99 per cent. are Tribals of Pejuarjala, Mohanpur, Ujanlarma, Golaghati etc. moujas in Tripura have fallen victim to cattle-disease on mass scale;

(b) whether it is also a fact that for this reason the peasants cannot plough their lands; and

(c) if so, what action Government propose to take in the matter?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) A large number of Cattle suffered from "Foot and Mouth" disease which broke out in Jejuarjala and Mohanpur areas only.

(b) This resulted in some difficulties in ploughing lands.

(c) Veterinary Field staff were deputed to these areas for rendering medical aid and the situation was brought under control.

Water Rates in Gandhidham

3622. Shri Khimji: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that from the 1st April, 1958 water rates have been increased in Gandhidham, Kandla by 37 n.P.; and

(b) if so, the reasons for this increase and the basis on which water rates as a whole are worked out for Gandhidham-Kandla?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Rates for domestic supply in bulk were increased from the 1st March, 1958 as shown below:—

	From	To
	N.P. per 1000 gallons	
Supply made to the Sindhu Resettlement Corporation	69	106
Supply made to other agencies.	75	101

(b) The original rates were worked out on the capital cost of the tube wells at Viri, the roads there form to township, and the maintenance charges of the entire system and included a small element of profit in respect of water supplied to agencies other than the Sindhu Resettlement Corporation Ltd. As a result of the launching of a supplementary scheme known as the "Pilot Water Supply Scheme" designed to augment the supply of water in the area adequately to cope with the demand, the rates were raised on the basis of the capital cost of both the schemes in accordance with Supplementary Rules Nos. 325(2)(a) and 334(2)(a).

Stabbing in Upper India Express

3623. Shri Subodh Hansda: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Principal of a college was stabbed on the night of the 23rd April, 1958, while travelling in a first class compartment of the Upper India Express between Barahyia and Kiul on the Eastern Railway;

(b) whether the Railway Police were on duty in the train that night; and

(c) if so, how such incident came to happen?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) Yes. The train was escorted by only one G.R.P. Constable from Patna to Kiul.

(c) Two youngmen, name and address not known, entered the compartment in which the principal was travelling, at Barh. They got down at Mokameh station but again got into the compartment when the train moved and sat on the berth opposite that of the principal. The principal fell asleep but got up soon when he felt choking in his throat to find himself in the clutches of these two youngmen. He managed to get himself free and tried to pull the Alarm Chain. Before he could do it he was again overpowered and thrown into the bath room after he was stabbed by the assailants. The assailants later got down at Luckesarai.

Federation of Posts and Telegraphs Union

3624. { Shri Rameshwar Tantia:
Shri V. C. Shukla:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government are aware of the existence of an organization called "Federation of Posts and Telegraphs Union," 6 T. T. Place, New Delhi; and

(b) if so, whether this Union has applied for recognition by the Posts and Telegraphs Department?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) An organisation called the Federation of P. & T. Unions recognised by Government existed prior to October, 1954. At the time of realignment of Unions it surrendered its recognition having accepted the realignment scheme.

(b) No.

Telephone connections for News papers in Delhi

3625. { Shri Rameshwar Tantia:
Shri V. C. Shukla:

Will the Minister of **Transport and Communications** be pleased to state:

(a) which are the Newspapers and other organisations enjoying Telephone facilities in Delhi, on old rental basis; and

(b) which are the Newspapers who were sanctioned telephone connections in 1957-58?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Separate Lists of subscribers having telephone on old rental basis is not being maintained. It would involve a considerable amount of labour to compile a list of newspapers and other organisations in Delhi, who are having telephone on old rental basis.

(b) Following telephone connections were sanctioned on old rental basis in Delhli for 1957-58 under the Press Category:—

1. "Envoy", The Indian Trade and Journal.
2. The Sher-i-Panjab.
3. The New York Times.
4. "Times of India". (Chief Sub-Editor).
5. "Spokesman" (Managing Editor).
6. The Indian Institute of Public Opinion.
7. Rajasthan Chronicle.
8. The Eastern Economist. (Editor).
9. The Hindustan Times (Asstt. Editor).
10. Sainik Samachar (Editor).

11. News Director Catographic News Service.

Refund of Security Deposits

3626. Shri Ram Garib: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that cases of some Indian contractors for refund of their security deposits made with the Indian Railways for the works executed in India before Partition are lying undisposed of for a period of more than ten years;

(b) if so, the number of such cases, the period for which each case had been pending and the reasons for delay in the disposal of each case;

(c) whether it is a fact that the East Bengal Railway authorities have refused to verify such claims on the plea that the works being executed entirely in India they had no concern in the matter; and

(d) if so, the steps Government propose to take to dispose of such cases speedily on the basis of evidence available in India?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes Sir. As the claims were not being verified by Pakistan Railways with the records which were left with them on partition, it was agreed between the Governments of India and Pakistan in 1955 that verification of the claims would be obtained through the Central Claims Organizations set up in the two countries. Verifications in the cases have not yet been obtained from Pakistan.

(b) to (d). The information is being collected from Railways and will be placed on the table of the Sabha.

D.D.T. Spray in M.Ps. Flats in New Delhi

3627. Shri Daljit Singh: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that no D.D.T. is sprinkled in the flats of M.Ps. in North and South Avenues, New Delhi; and

(b) if so, what steps are proposed for the spray of D.D.T. in these Avenues?

The Minister of Health (Shri Karmarkar): (a) Yes.

(b) The main method of control of Malaria and mosquitoes in the Urban Area is by anti-level measures *i.e.*, by treating the mosquito breeding places with larvicides systematically. The spraying of the houses is normally done in specified belts of areas such as along the river Jamuna, along the irrigated garden tracts situated in the North Western part of Delhi Urban Area, where malaria carrying mosquitoes are encountered. The purpose of spraying selected parts with D.D.T. is to create a D.D.T. barrier against vester mosquitoes likely to infilterate into the urban area. In addition to these areas, some rehabilitation colonies situated on the outskirts of Urban Area are also included in the D.D.T. spraying programme.

In the Urban Area there is a special checking staff who on receipt of any complaints of mosquito nuisance visit the particular areas and carry out thorough larval searches. On spotting out the mosquito breeding places immediate application of larvicides is arranged through the staff of the local bodies concerned and checking of the efficacy of the measures is carried out by the staff of the Anti-malaria operations in Delhi. The Anti-malaria Operations staff however, arrange for spraying any particular residences on request in the avenues or other areas.

Roads in Punjab State

3628. Shri Daljit Singh: Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Unstarred Question No. 738 on the 28th February, 1958, and state the progress since made with regard to the construction of roads in Punjab State with financial aid from the Central Road Fund?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): A statement showing up-to-date progress on sanctioned works is laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 27]

G.M.F. Campaign in Punjab

3629. Shri Daljit Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the target fixed under the Grow More Food Campaign for the year 1958-59, in the Punjab State;

(b) the amount allotted by the Centre as grants and as loans, for different programmes of grow more food schemes; and

(c) the nature of the schemes?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Estimated target of additional food production during 1958-59 would be 3,30,200 tons.

(b) and (c). A statement giving the requisite details is laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 28]

Waste Land

3630. Shri Daljit Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total area of land lying waste which can be brought under cultivation in all States; and

(b) the total area of the land lying waste out of the evacuee land which was under cultivation during 1947?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) A statement giving the latest available information is laid on the Table of the Lok Sabha. [*See* Appendix IX, annexure No. 29].

(b) The required information is not available.

Buildings for Posts and Telegraphs

3631. Shri B. C. Mullick: Will the Minister of **Transport and Communications** be pleased to refer to reply given to Unstarred Question No. 973 on 3rd December, 1957 and state:

(a) whether the proposal for the construction of the office building and staff quarters of Director of Posts and Telegraphs, Orissa at Bhubaneswar has been finalised; and

(b) if so, when the construction is to be started?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). No; though it has been decided to acquire land for the purpose of construction of buildings for the office of the Director of Posts and Telegraphs, Orissa, and staff quarters for the staff concerned, the matter has not been finalised, as a definite decision on the question of the move of the office has not been taken. Arguments in favour of the move and against the move are under careful consideration of the P. and T. Directorate. In the light of the present restrictions regarding release of financial resources and building materials, it is difficult to say how soon the office of the Director of Posts and Telegraphs could be shifted, and when the building work would commence.

Lift Irrigation

3632. Shri N. R. Munisamy: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that a new scheme of a big tank to be sunk in an area of 1½ acres for supply of water to 100 to 200 acres of land with lift irrigation was suggested by an I.C.S. Officer;

(b) if so, the details thereof; and

(c) whether this scheme was approved by Planning Commission?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The Honourable Member is probably referring to the scheme for construction of a large-sized katcha irrigation well in accordance with a scheme drawn up by Shri M. A. T. Iyengar, I.C.S. The wells would be conical in shape with top diameter ranging from 150 to 200 feet shrinking to 50 to 60 ft. at the bottom. The depth naturally varies but may be said to be about 50 to 60 ft. One well is calculated to give a discharge for irrigation between 100 to 200 acres.

The scheme has been examined and the experts are of the opinion that a well of the type contemplated by Shri Iyengar would not be capable of giving a discharge of 1 to 2 cusecs. Besides, they are of the opinon that the construction of large surface katcha wells will take too much space and is likely to be uneconomical in view of the small holdings and also structurally unsound. Nevertheless, despite these doubts, in order to verify Shri Iyengar's calculations the Government of West Bengal was advised to carry out investigations on 5 typical wells in June 1957. The results of the experiments are not yet available. Meanwhile, Delhi Administration is undertaking one experiment of the construction of a well of the design given by Shri Iyengar.

It may be added that the States of Assam, Andhra Pradesh, Bihar, Bombay, Kerala, Madras, Punjab, Rajasthan, Uttar Pradesh and West Bengal have since expressed doubts about the capacity of the well giving a sufficient discharge for irrigating 100 to 200 acres.

(c) No.

Supply of Food Grains in Mysore

3633. Shri Siddiah: Will the Minister of **Food and Agriculture** be pleased to state:

(a) what is the quantity of foodgrains supplied to Mysore State from January, 1957 to February, 1958;

(b) whether the supply has now been stopped; and

(c) if so, since what date and the reasons for the stoppage?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) 77,100 tons, consisting of 47,400 tons of rice and 29,700 tons of wheat.

(b) and (c). The issue of rice for sale through fair price shops was discontinued from 1st February, 1958 after the new harvest, as the market supplies were considered adequate. Wheat is still being issued.

पश्चिम बंगाल और बिहार को खाद्य स्थिति

३६३४. **डा० राम सुभग सिंह** : क्या **खाद्य तथा कृषि मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान युनाइटेड प्रेस द्वारा २३ अप्रैल को प्रचारित एक समाचार की ओर ध्यान दिलाया गया है कि दीनाजपुर के दुर्भिक्ष पीड़ित परिवार को, जिसने अपनीं मासूम बच्ची को पांच रुपये में बेच दिया था, पश्चिम बंगाल के उत्पाद मंत्री ने एक मन चावल दिये थे; और

(ख) यदि हां, तो दीनाजपुर और बिहार के निकटवर्ती जिलो की वर्तमान खाद्य स्थिति कैसी है ?

खाद्य तथा कृषि मंत्री (श्री अ० प्र० जैन) :

(क) जी हां ।

(ख) चावल के वर्तमान भाव कुछ ऊंचे हैं किन्तु प्रान्तीय सरकारें उचित मूल्य पर अन्न वितरण कर रही है । भारत सरकार ने आवश्यकतानुसार गेहूं देना स्वीकार कर लिया है । पश्चिम बंगाल सरकार ने सहायता साधन स्वीकार कर लिये है जैसे निर्मूल्य सहायता, सहायतार्थ निर्माण कार्य, कृषि कार्य के लिए ऋण आदि ।

Misuse of Railway Warrants on Northern Railway

3635. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state the number of cases lodged before the Railway Magistrates due to misuse of warrants by the Military Officers on the Northern Railway during 1957-58?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The information is being obtained and will be laid on the table of the House.

Extension of service

3636. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) whether Government have decided to retain some gazetted officers in service beyond 55 years of age on Indian Railways; and

(b) if so, how many such officers were granted extension of service during 1957-58 and for what period?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No such general decision has been taken. Each case is considered on its merits.

(b) 23 officers have been granted extension of service during 1957-58 and the duration of their extension of service ranges from 1 month to 2 years.

Surgical Family Planning Operations in Punjab

3637. Shri Daljit Singh: Will the Minister of **Health** be pleased to state whether the Punjab Government are giving financial help to those who agree to undergo surgical family planning operations?

The Minister of Health (Shri Karmarkar): No financial assistance is given by the Government of Punjab for sterilization operations.

Wireless Staff, Northern Railway

3638. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the total amount paid as over time wages to the wireless staff on Northern Railway during 1957-58; and

(b) the various kinds of amenities provided in the wireless and telegraph offices on the Northern Railway?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Nil.

(b) Amenities such as lights, fans, drinking water etc. and khas khas tatties during summer, are provided.

Scheduled Castes and Scheduled Tribes in Punjab

3639. Shri Daljit Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that Posts gradewise of the reserved quota for Scheduled Castes and Scheduled Tribes had been filled up in Jullundur and Ambala Postal divisions during 1956-57 and 1957-58; and

(b) if not, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, to a large extent except in the case of Scheduled Tribes. A statement showing the number of vacancies grade-wise reserved for and filled by Scheduled Castes and Scheduled Tribes in Jullundur and Ambala Postal Divisions during 1956-57 and 1957-58 is placed on the Table of the Saba. [*See* Appendix IX, annexure No. 30]

(b) Due to non-availability of suitable candidates belonging to Scheduled Castes and Scheduled Tribes.

Transport facilities

3641. Shri P. G. Sen: Will the Minister of **Railways** be pleased to state the average quota of supply of wagons fixed per day in 1956 and 1957 and the actual supply of wagons made per day during the period and uptil March, 1958 to Pakur Railway Station for transport of stone?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The average quotas for supply in 1956 and 1957 were 116 and 125 wagons daily respectively. The actual daily average supply of wagons during 1956, 1957 and 1958 upto March 1958 has been 85, 84 and 97 wagons respectively. Loading from this Station is affected by the following factors:

(i) The quotas are distributed according to the various interests such as State Governments, Projects, etc. and indents are not always available in accordance with this distribution. Indiscriminate loading on whatever account the consignors wish is not possible, as this will lead to congestion.

(ii) A proportion of the traffic, mainly the traffic for North Bihar moves *via* transhipment points. Operating restrictions in booking *via* these points sometimes become necessary on account of shortage of labour, etc.

(iii) On occasions, there have not been enough indents for the up directions; the capacity thus rendered spare could not be utilised for stations in the down direction as this would have resulted in congestion at the terminals.

12.00 hrs.

PAPERS LAID ON THE TABLE

APPRAISAL AND PROSPECTS OF SECOND FIVE YEAR PLAN

The Minister of Labour and Employment and Planning (Shri Nanda): Sir, I beg to lay on the Table a copy of the Memorandum on 'Appraisal and Prospects of the Second Five Year Plan'. [*Placed in the Library. See* No. LT-705/58].

STATEMENTS SHOWING ACTION TAKEN BY GOVERNMENT ON ASSURANCES

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I beg to lay on the Table a copy of each of the following statements showing the action taken by the Government on various assurances, promises and undertakings given by Ministers during the various sessions shown against each:—

(1) Supplementary Statement No. III.—Fourth Session, 1958 of Second Lok Sabha. [*See* Appendix IX, annexure No. 31].

(2) Supplementary statement No. VI.—Third Session, 1957 of Second Lok Sabha. [*See* Appendix IX, annexure No. 32].

(3) Supplementary statemen No. XII—Second Session 1957 of Second Lok Sabha. [*See* Appendix IX, annexure No. 33].

(4) Supplementary Statement No. XII—First Session, 1957 of Second Lok Sabha. [*See* Appendix IX, annexure No. 34].

(5) Supplementary Statement No. VII, Fourteenth Session 1956 of First Lok Sabha. [*See* Appendix IX, annexure No. 35].

REPLIES TO MEMORANDA ON DEMANDS FOR GRANTS (RAILWAYS)

The Deputy Minister of Railways (Shri Shahnawaz Khan): Sir, I beg to lay on the Table a copy of the statement containing replies to certain memoranda received from members in connection with Demands for Grants (Railways) 1958-59. [*Placed in the Library. See* No. LT-711/58].

NOTIFICATION ISSUED UNDER ESSENTIAL COMMODITIES ACT

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): Sir, I beg to lay on the Table, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955, a copy of each of the following Notifications:—

(1) G.S.R. No. 264, dated the 17th April, 1958 rescinding the Bombay Wheat (Sale Control)

Order, 1957, published in Notification No. S.R.O. 3686, dated the 18th November 1957.

(2) G.S.R. No. 285, dated the 23rd April, 1958 containing the Rice (Prohibition of Use in Wheat Products) Order, 1958.

(3) G.S.R. No. 286, dated the 23rd April, 1958 making certain further amendments to the West Bengal Rice (Movement control) Order, 1958.

(4) G.S.R. No. 300, dated the 3rd May, 1958. [*Placed in the Library. See* No. LT 712/58].

DIRECTIONS BY THE SPEAKER UNDER THE RULES OF PROCEDURE

Sardar Hukam Singh (Bhatinda): Sir I beg to lay on the Table a copy each of Directions Nos. 52A and 113A and an amendment to Direction No. 47B issued by the Speaker under the Rules of Procedure and Conduct of Business in Lok Sabha. [*Placed in Library. See* No. 713/58].

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

MINUTES

Sardar Hukam Singh: Sir, I beg to lay on the Table the Minutes of the sittings (fourteenth to twenty-third) of the Committee on Private Members' Bills and Resolutions held during the Fourth Session.

COMMITTEE ON ABSENCE OF MEMBERS FROM THE SITTINGS OF THE HOUSE

MINUTES

Shri Mulchand Dube (Farrukhabad): Sir, I beg to lay on the Table the Minutes of the sittings (Fifth to Seventh) of the Committee on Absence of Members from the Sittings of the House held during the Fourth Session.

MESSAGES FROM RAJYA SABHA

Secretary: Sir, I have to report the following messages received from the Secretary of Rajya Sabha:—

(i) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 6th May, 1958, agreed without any amendment to the Indian Oaths (Amendment) Bill, 1958, which was passed by the Lok Sabha at its sitting held on the 26th April, 1958."

(ii) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 8th May, 1958, agreed without any amendment to the Hyderabad Securities Contracts Regulation (Repeal) Bill, 1958, which was passed by the Lok Sabha at its sitting held on the 29th April, 1958."

(iii) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business of the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at the sitting held on the 6th May, 1958, agreed without any amendment to the Mines and Minerals (Regulation and Development) Amendment Bill, 1958, which was passed by the Lok Sabha at its sitting held on the 30th April, 1958."

(iv) "In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (No. 3) Bill, 1958, which was passed by the Lok Sabha at its sitting held on the 2nd May, 1958, and transmitted to the Rajya Sabha for its recommendations

[Secretary]

and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

ESTIMATES COMMITTEE

TWENTY-THIRD REPORT

Shri B. G. Mehta (Gohilwad): Sir, I beg to present the Twenty-third Report of the Estimates Committee on the Ministry of Education on the subject 'Central Social Welfare Board'.

PUBLIC ACCOUNTS COMMITTEE

SIXTH REPORT

Shri A. C. Guha (Barasat): Sir, I beg to present the Sixth Report of the Public Accounts Committee (1957-58) on the Appropriation Accounts (Defence Services), 1954-55 and Audit Report, 1956.

COMMITTEE ON PETITIONS

THIRD REPORT

Shri Barman (Cooch Behar-Reserved-Sch. Castes): Sir, I beg to present the Third Report of the Committee on Petitions.

CRASH OF I.A.F. BOMBER NEAR COIMBATORE

The Minister of Defence (Shri Krishna Menon): Mr. Speaker, the House will recall that on the 12th February, 1958, Government made a statement regarding an unfortunate accident when an Indian Air Force Bomber, a Liberator, struck high hills in bad weather near Coimbatore and crashed on the 5th February, 1958, and all the ten persons on board were killed. The House was then informed that the matter of pensionary awards and other benefits for the next-of-kin of those who died would be promptly dealt with and also that a Court of Inquiry had been ordered.

The court has found that the aircraft was fully serviceable before the flight. In the absence of conclusive evidence which is rendered difficult because there are no survivors and the plane was totally wrecked, the exact cause of the accident cannot be determined. The court also expressed the view that the most likely cause was a navigational error.

The Chief of Air Staff has concurred in this view.

Government have decided that the deaths which resulted from the crash should be regarded as attributable to service. The next-of-kin are, therefore, eligible for special family pensionary awards under the rules.

Payments by way of immediate relief were made to the next-of-kin from the Air Force Benevolent Fund and the Indian Navy Benevolent Fund. These remittances were followed up with provisional payments of family gratuity to the bereaved families. The amounts paid are Rs. 2,002.50 to the widow of the Naval Officer, and Rs. 900 to Rs. 300 in the cases of each airman according to rank. These payments will be adjusted against the family pensionary awards when they are finalised.

The four Air Force officers who were killed, were bachelors. In the case of a deceased bachelor officer, a dependant's pension is granted at the discretion of Government to the parent/parents, subject to the fulfilment of certain conditions. No family gratuity as such is payable in their case.

Services Headquarters are completing action to determine and disburse to the next-of-kin the balance of pay and allowances due to the deceased personnel.

Services Headquarters have also sent the prescribed pensionary forms in all cases to the next-of-kin of the deceased personnel, so that the payment of the special family pensionary awards due under the rules may be made with the least possible delay.

FOOD POISONING IN KERALA STATE

Mr. Speaker: We now proceed to the discussion on a matter of urgent public importance, namely, food poisoning in Kerala State, given notice of by two hon. Members—Shri Narayanankutty Menon and Dr. Ram Subhag Singh.

Shri Narayanankutty Menon (Mukandapuram): Mr. Speaker, my intention in moving this discussion is primarily to alloy the panic that is prevailing throughout the Kerala State because of the unfortunate deaths that happened due to the food poisoning at various places in the State. Secondly—

Mr. Speaker: The hon. Member will kindly resume his seat for a minute, I would like to know how many hon. Ministers will like to participate in this discussion, and for how long.

Shri Krishna Menon: I would like to speak.

The Minister of Health (Shri Karmarkar): I would also like to speak.

Mr. Speaker: Would the Minister of Transport and Communications like to say something on this?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): If needed.

Mr. Speaker: So, they may take 15 minutes each.

Shri Karmarkar: Not so much. So far as I am concerned, between 5 and 7 minutes will do.

Mr. Speaker: So, half an hour for the hon. Members and half an hour, roughly, for the Ministers. I see that Dr. Ram Subhag Singh also wants to take part. Two Members from Kerala will also speak.

Dr. K. B. Menon (Badagara): would like to speak.

Mr. Speaker: Yes; so two Members from Kerala and Dr. Ram Subhag Singh from outside Kerala.

Shri Narasimhan (Krishnagiri): One Member from Madras also may be allowed to speak, because there have been such cases there also.

Mr. Speaker: Food poisoning in Madras also?

Shri Narasimhan: Yes.

Shri Naushir Bharucha (East Khandesh): Very short time is given for this. More time should be given.

Mr. Speaker: But there are two two-hour discussions. I do not know if the hon. Members will try to curtail that. The hon. Member, Shri Narayanankutty Menon, will resume his speech.

Shri Narayanankutty Menon: Secondly, my intention is to make the Central Government take immediate steps to isolate this poisoned food material which has obviously been distributed not only in the port of Cochin but in the port of Tuticorin and also possibly in Madras.

Just towards the first week of April, news came that at a place called Parur, about 11 people who had taken some foodstuff from some hotels died. It was presumed that it was an isolated local affair. These deaths began to spread to neighbouring localities and the whole affair came to a climax, when on 29th April, there was a large-scale tragedy in the LSS camp near Quilon.

Sir, even now, after that tragedy at Quilon, deaths are occurring in almost every part of the State, and even yesterday morning there were certain cases admitted in the Calicut hospital. Apart from the State of Kerala, near Tuticorin also there were certain cases and in the Madras city also there was

[Shri Narayanankutty Menon]

the death of a child. In Chingleput district there was another death. There was a report of 25 persons being food-poisoned at Junagadh in the State of Bombay and admitted to the hospital. So, obviously, this is not limited to the State of Kerala State alone. It has spread far and wide.

Now, with the available meagre information which we receive through the press and also following certain materials, I can possibly state before this House today that the poison started from the port of Bombay. The District Superintendent of Police in Kerala who enquired into the tragedy of 2nd April was able to find out from the Cochin port that a deadly insecticide called Filadol was confined in the hull of the ship *Jai Hind* on its way from Bombay to Cochin. The Filadol got leaked into the same hull where sugar and wheat were stocked and even though this leakage was noticed in the port of Cochin, the foodstuffs were allowed to be delivered to the consignees in the port, and this spread the poison in the State of Kerala.

Jai Hind did not stop there. It took the load of poison to the port of Tuticorin and delivered the food material mixed with the poison there. The result is what we are seeing today at Chingleput and the city of Madras. When Filadol was consigned in *Jai Hind*, was it a harmless chemical which could be loaded along with food material in the ship? Was it allowable under the rules that such material like Filadol could be mixed up with food material in the ships? That is the primary question that we will have to understand today.

This Filadol is a deadly insecticide, a deadly poison. The Health Minister of Kerala State told me the other day that in his experience of 35 years of practice, he has never seen such a poison working in a more deadly way than potassium cyanide itself. When this poisonous food was consumed, people there were dying just like flies, without any external symptoms of any other deadly poison being seen in the patients. That was the type of death that was happening in these food-poisoning cases. This Filadol E-605 is manufactured by a well-known West German firm called Bayers. When Bayers exported this particular insecticide from Europe to a very important and very well-known and longstanding importing firm in Bombay, they sent along with this Filadol.

Mr. Speaker: I would suggest that the hon. Members might say what is to be done now. The deaths have spread far and wide. Nobody is interested in spreading this infaction to further areas. What are the concrete suggestions of hon. Members?

Shri Narayanankutty Menon: On three points, I shall give my suggestions. Along with Filadol, when Bayers exported it, it sent a memorandum explaining the deadly character of this particular poison. The well-known importing firm in Bombay got this. Being obviously a chemical, they would have read that pamphlet in which precautions were given how to handle this particular chemical. I shall read out from the pamphlet Bayers' warning which says:

> "In undiluted form Filadol E-605 is specially poisonous and it is therefore absolutely essential to observe precautions. Undiluted Filadol E-605 should be handled with the same care as nicotine. In cases of poisoning, vomitting occurs mostly together with diarrhoea which is followed by cold sweat, giddiness, myosis, and the patient becomes unconscious immediately and suffers from laboured breathing caused by oedema of the lungs which can be recognised by the presence of mucur"

Obviously, after getting this warning, the importing firm in Bombay consigned this filadol to their consignees at Cochin, to be delivered to certain plantations in the Kerala State. There are certain rules in the Code itself that this being a poison, it should not be loaded along with food materials, but obviously the importing firm in Bombay wanted to get this imported on the same day itself. Therefore, a false declaration was made on the consignment that it contains harmless chemicals, even though on the top of the consignment it was marked "poison" in red ink. When this was consigned along with sugar, wheat and wheat flour, there was a leakage on the way and out of the 55 cases loaded along with food, 15 got broken and about 12 of filadol, undiluted filadol has fallen on the bags of sugar and wheat flour. When it reached the port of Cochin, it was quite obvious that the black liquid of filadol had spread over the consignment on the broken crates of sugar and wheat and maida. The port authorities at Cochin, obviously having seen this being spread, allowed these to be delivered to the consignees on the same day, and without any information being given to anybody concerned that this poisonous food is being delivered to the various wholesale merchants in the State. Half of it was taken to the port of Tuticorin and the rest was delivered in Cochin itself.

This happened on the 1st of April 1958. But this food material which has been distributed there began its action only on the 7th when at Parur 7 people died and others were afflicted. But the exact cause of this could not be traced, because these people were having their tea along with biscuits and bread and, therefore, nothing could be done at that time. There were isolated cases of food poisoning in other parts of the State also. Ultimately, when in the Lok Sahayak Sena camp this tragedy occurred, action was taken and there was some enquiry made and an Enquiry Committee was appointed. That Enquiry Committee is now going into the details and it has been found that filadol was present. Simultaneously with the appointment of the Enquiry Committee, the Kerala State appointed one District Superintendent of Police to conduct another enquiry, if it is possible, to find out the exact cause, and it was only on the 2nd of May, after one month and two days the District Superintendent of Police visited the port of Cochin and had questioned the labour there. Then he was able to understand that one month before a consignment, which is marked "poison", carrying food material consigned from Bombay had docked at the port of Cochin. I will only stress the point, because I do not want to fix any responsibility when the Enquiry Committee has been appointed. But we want to know whether the importers of this particular insecticide are responsible for giving a false declaration that this deadly poison was a harmless chemical and, if so, if it is found that that particular company is responsible, certainly the House must be assured that exemplary punishment will be meted out to those people who are responsible for this murder of 150 people in Kerala State and three or four in Madras State.

Next, I come to the port authorities in Bombay. When food materials are exported, when actual loading into the ships take place and a declaration is made, it is the primary responsibility of the port authority to see what is contained in the crates; even though a declaration is made because of exigencies of trade by these commercial houses so that their consignment may move quickly, it is for them to inspect what actually it contains. When the marking of filadol was there, when the marking of "poison" was there, when the declaration was made that it is a harmless chemical, it was up to them to verify what is the actual content.

The third is that even if it is a harmless material, the very fact that it was marked "poison" on the crate was

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enough for the Bombay port authorities to prevent this thing from being loaded along with food materials like sugar, wheat and wheat flour for consumption. There is some snag, there is some irresponsibility, there is some negligence on the part of the Bombay port authorities when they allowed this poison to be loaded along with food, knowing what was loaded was filadol and that it will have to be unloaded afterwards. Even when the food materials came to the port of Cochin, it was the primary responsibility of the Cochin port authorities to see, when they saw filadol marked "poison" black in colour spread over the sugar bags and sugar being clotted, that food material is separated. But they refused to do this and the food material mixed with poison was distributed to the wholesale agents, because of the negligence, because of the want of care of the port authorities at the port of Cochin.

Sir, it is understandable that by simply seeing the poison, simply seeing the black material mixed with sugar, the port authorities might have thought that something has happened. I am prepared to excuse them for that. But when this food poisoning case happened round about the port of Cochin, when news were pouring that by simple consumption of sugar, wheat and maida people are dying like flies, the Port Administrative Officer refused to give any information about that consignment that was unloaded in the port of Cochin. I should like to know from the hon. Minister of Transport and Communications whether at any time the Cochin Port Administrative Officer informed the Government or any authority concerned that on the 1st of April this poisonous case mixed with sugar or maida have been delivered in that condition. My information is that never till the District Superintendent of Police on the 2nd of May 1958 went and enquired at some other source was this information of the poison mixing with food disclosed by that particular official. Therefore, for that negligence also, that negligence which caused the death of 150 lives, the port authorities in Cochin will have to answer.

Since an Inquiry Committee has been appointed, I wish to stress that the terms of the Inquiry Committee should be elaborate, because, as the Minister has stated, it has got ramifications at many places. Many authorities are responsible. Food has gone to many places. The first thing is that the importing firm did commit a mistake. Secondly, those who are in charge of this particular ship s.s. *Jai Hind* did not take care and precaution to see that this material marked "poison" was not separately kept. Then the authorities at the port of Cochin did not try to separate them and immediately gave delivery. All these things have to be located. Therefore, the enquiry should be so comprehensive. The terms of reference should be: under whose responsibility was this poison loaded, under whose responsibility was this given and who were responsible for all this. These should be the terms of reference. So, I suggest, that as far as the terms of reference are concerned, they should be comprehensive so that the enquiry committee will be able to give a positive answer to all these questions and fix the responsibility.

The second factor is the necessity of isolating food. Kerala State alone cannot do it. Today what has happened is that the entire stocks of sugar, maida, wheat and everything else have been frozen in the Kerala State. All the tea shops have been closed, except in cases where they could give other sweet things. The sale of sugar is completely at a standstill. But it is not enough to have it in Kerala State alone, because what has been done in Chinglepet and Tuticorin? I do not find from the papers that effective steps have been taken to isolated poisoned things. Therefore, immediately steps will have to be taken to see that whatever consignments have been delivered from i.e. Jai Hind, both in the port of Cochin and also in the port of Tuticorin, will have to be isolated immediately. I hope that the Health Ministry will take immediate steps to see that this is done now.

Finally, the responsibility has to be fixed. And when the responsibility is fixed, it is quite obvious that if a person has died because of his own action, nobody can be held responsible. But if it is ultimately found that because of somebody's fault this death has occurred, I have got every right to demand from the Government that every family who have suffered by means of this food poisoning will have to be compensated fully. In many cases, I know—I have got telegrams and letters with me—that the only member of the family who earns bread for the family has been the victim of this food poisoning. Due to whose fault? It is not because of the fault of that particular gentleman. It is because of the fault of somebody in Bombay, somebody in Cochin, for which the responsibility rests with the Government of India. Therefore, full compensation will have to be paid to these victims and their families.

It has become a common feature in cases of priority, as far as the stevedoring and loading of things are concerned, even though priority has been given to food, the companies, through their own methods, give priority according to their interests. Therefore, there should be a full-scale enquiry, so far as these matters are concerned, and this House should get a categorical assurance that all those who are connected with this murder of 150 people will get exemplary punishment so that this sort of careless handling of people shall not happen in our country again.

Dr. Ram Subhag Singh (Sasaram): Mr. Speaker, it is tragic that this incident has happened not only in Kerala but in other parts of the country also and I sympathise with the families of all those who have died. I will not take much time of the House, as you have stated that only suggestions should be given. I feel that during these days of mass communication, the Kerala Government or the Government of India could have easily communicated to all the cities, towns and villages to which this food was sent, asking them not to use this poisoned material. That was not done by the Government of Kerala. The Government of India also could have communicated to those authorities, but they also to some extent failed in sending that news either to Trichur or to Chingleput, Junagarh or Calcutta where many people were hospitalised and some of them died also. That news should have been announced over the radio or they could have easily communicated it to them by telegram. That was not done. I think this is a failure primarily on the part of the authorities who were there in Trivandrum. They could have easily checked as to how the people, who were first affected, died, as they were hospitalised. They could easily have sent doctors also to examine them. But that was not done and I think they are also to be held responsible for that.

As my hon. friend, Shri Menon, said that the port authorities should have exercised proper care. They also failed in exercising proper care because this material was marked poison. The declaration that was given was that it was harmless chemical. I think such things should not happen in future and the State Governments and the Central Government both should exercise proper care.

Dr. K. B. Menon (Badagara): Mr. Speaker, Sir, I shall take your advice and confine my remarks to what is to be done rather than refer to the mistakes of omission and commission on the part of the Government. I am not interested, therefore, in discussing it before the enquiry. After the enquiry is over and when the report is published, I suppose we will have an opportunity to discuss the matter.

I was in Kerala a week after there were a few deaths in Trichur in a school hostel, where half-a-dozen of

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the inmates were affected and one lady—I do not know whether she belonged to the staff or not—expired as a result of taking food. I am more personally affected by it because my own brother was a victim to it. I have also met him and a few others, when I was in Kerala.

The affair had not become so sensational while I was there, but I feel that the steps taken by the Kerala Government to prevent the spread of the infected food were not effective. When I was there, the area affected was only the T.C. State, *i.e.*, Travancore-Cochin. Now, it appears to have spread to Malabar. There were infected cases—apart from actual deaths—all over the T. C. State, though tests may have been confined to Trichur, Ernakulam and parts of Travancore.

I know that the Chief Minister issued instructions to seal the goods in the stores, but that order obviously does not seem to have been effective, for food appears to have reached Malabar far away from Trichur and Trivandrum. If the sealing of the food and confiscation of what was sold subsequently was effective, I am quite sure that this could not have happened. More deaths would not have occurred. Even four or five days back I read in the papers of persons dying in Ernakulam itself by taking tea. The person concerned took a cup of tea, vomitted blood and expired. Two or three other cases also were reported of the same nature. All these prove that if measures taken by the local Government to seal and confiscate food have not been effective, I invite the attention of the Centre to see that more stricter measures are taken and more agencies are employed and not only the stock is sealed and confiscated but even that food that is sold to tea shops and other places is also confiscated. If remuneration and compensation is to be paid, being small dealers they may not give back their property or they may not throw it away, because of the little amount involved, I think the Government should offer sufficient inducement to these people and take over those food materials. The measures taken have not been effective and my submission is that even at this stage stricter measures may be taken, greater control exercised and the affected area may be restricted.

As it is, it has spread as far as Calicut. Further spreading of it to north Malabar may be prevented. That is all the suggestion that I have to make. What steps are to be taken is for the local Government to see. When I was there no shops were closed, no effective measures were taken and people were not even much exercised over the whole affair. That means that there was some kind of a relaxation or letting alone in the early stages, which I think was responsible for the further spread of this disease all over Kerala. I read also about the order issued by the Madras Government to prevent coming in of that food into Madras State. Of course, I am sure the Central Government will take effective measures to prevent further spreading of the affected food.

Shri Narasimhan (Krishnagiri): Sir, this tragedy has shocked all of us and we are thankful to Government that they are taking effective steps and are starting an enquiry. But meanwhile one thing is important and that is that a particular steamer is supposed to have been implicated. That steamer seems to have touched several ports. So, it is highly necessary, apart from the enquiry, to trace the ports where this particular steamer touched. It is necessary to warn all the port areas concerned to be careful about this. So far we know it has touched Tuticorin and Tuticorin has spread the same. Indeed, it is necessary to find out whether this particular steamer has touched other ports.

Apart from that there is another danger, which is that the cargo unloaded might have reached particular shops and the poisonous stuff might not have been used so far. They might be keeping it somewhere. It might be lying in some particular community kitchen and suddenly after a month or so when they use it a further tragedy could occur, if these things are there. It is not as if the moment the cargo is unloaded, the kitchens nearabout use it. There may be delayed action tragedies also in this matter. Therefore more steps are necessary and concerned places have to be warned. In general community kitchens have to be careful in these matters. I hope therefore that the particular ports where this particular ship has touched will be found out and they will be particularly warned.

In addition, shipping interests have also to be told about it. Mere threats and warning will not do. Their active co-operation should be enlisted in this matter. This matter should be brought to the notice of the concerned interests as well and those who are responsible for cargo despatches should be told about these things. I am quite sure the entire shipping industry will co-operate and they will also take particular care.

The Minister of Health (Shri Karmarkar): Mr. Speaker, Sir, in view of the announcement of a commission on behalf of the Government of India to go into all aspects of the question connected with these unfortunate deaths on account of food poisoning, it seems to be unnecessary to go into the details except to touch broadly on some of the points made. something has been said about Madras. As soon as we received the news as also notice of the Short Notice Question and this One-hour discussion, we got into touch with the Madras Government regarding the events there. Yesterday, we received a telegram from them saying that 31 persons were admitted in the Chingleput hospital on the 1st of May. It is understood that one of them died and the rest were discharged. The telegram says: "food poisoning due to unhygienically cooked Bengal gram, *sambhar* and rice". That was the cause of food poisoning—"at a wedding party"—unconnected with the wheat products that were related to the Kerala events.

Mr. Speaker: It may be sugar.

Shri Karmarkar: Unless they put in lots of sugar in *sambhar*.

Mr. Speaker: No, no. The hon. Minister read the second thing wedding, festival or marriage.

Shri Karmarkar: I am only reading what the Madras telegram states. They have said in this telegram ....

Mr. Speaker: The hon. Minister will kindly bear with me. It is not *sambhar*. There is a wedding party. In a wedding certainly sugar is used for some puddings, *laddu, jilabi*, etc. Death might have been due to them. I do not know. All that I am saying is, there was emphasis on *sambhar;* I wanted to say, *laddu* also.

Shri Karmarkar: I am bound to read what the Madras Government has stated: not more.

Mr. Speaker: The hon. Minister will try to gather as much information as possible instead of explaining it away.

Shri Karmarkar: We have struggled our best. The whole of yesterday we were trying to get into touch over the telephone with Kerala but the wires were not in order. We have got the telegram.

Then, they say, it is unconnected with wheat products. They proceed:

> "No other reports of food poisoning received Madras State. Wheat products discharged by steamer Jai Hind at Tuticorin being freezed for analysis as precautionary measure. All Health officers alerted. Chingleput specimens bacteriologically examined King Institute Result negative. Chemical analysis pending. No signs of poison noticed in specimens of poories, maida sugar..".

Mr. Speaker: It does not appear that sugar has been brought to their notice.

Shri Karmarkar: Sugar is mentioned.

> "maida sugar sweets and tapioca received from Kerala."

This refers to specimens received from Kerala. This is all the information we have received officially from the Madras Government. Of course, all these facts will go before the Commission also.

Shri Rungsung Suisa (Outer Manipur-Reserved-Sch. Tribes): The information given by the hon. Minister is not complete because he has not informed us whether that sugar comes from the affected area or not. If it is so, why was it not asked of the Madras Government whether it was brought from the affected area.

Shri Karmarkar: It will be investigated.

Shri Rungsung Suisa: The information received from the local Government cannot satisfy us.

Mr. Speaker: The hon. Minister has said that all that would be investigated.

Shri Karmarkar: The whole thing will be investigated.

Regarding the facts mentioned by my hon. friend Dr. K. B. Menon, he has made some statements. All that we know about the matter is that from the 14th April 1958 to 29th April, 1958, as I stated in my reply, there were these casualties. It appears that the earlier events did not attract so much the attention of the State Government. Normally, the information machinery between us and the States is that they send us periodical reports just as they send with regard to epidemics and things like that. If there is anything unusual, they communicate it to us. In fact, nothing was communicated to us till the deaths in the camp occurred. It is obvious that the State Government also perhaps did not feel that such a great importance could be attached to these deaths. I should not take the liberty of commenting either way on these events because the Commission will go into the whole matter.

I should also say by way of clarification of what was contained in my answer to the Short notice question that earlier, it appears, that the Kerala Government felt that the presence of oxalic acid and zinc phosphide in foodstuffs was the cause of this death. In the telegram that I read, filadol has been mentioned. All these are questions which will go before the Commission which will be in a better position to go into them.

Mr. Speaker: Nobody says that the Health Minister in the Centre is responsible.

Shri Karmarkar: I am not defending myself.

Mr. Speaker: Apart from that, it is only the Minister of Transport that will have to answer about the other matters. So far as the Minister of Health is concerned, the House will certainly be anxious to hear how the Central Government also takes interest, because it concerns more than one State, to prevent the spread of the poison. Members are certainly anxious to hear that instead of a justification like this.

Shri Karmarkar: No justification; I am not trying to put forward any justification.

Mr. Speaker: That is the impression that the hon. Minister has created.

Shri Karmarkar: I am sorry if I have created that impression. In fact, I do not think that any defence is necessary. This is a serious matter.

Mr. Speaker: The hon. Minister must say what exactly he is going to do.

Shri Karmarkar: We have been enquiring about the matter. Now a Commission has been appointed. This is not a kind of poison which will spread like a contagion or epidemic. A statement has been made that it is supposed to be due to a ship carrying a particular poison. All the States are aware of that.

Mr. Speaker: The hon. Minister can send round a suggestion that wherever there are Coffee hotels, all the sugar now with them will be surrendered and unless the Government issues some sugar, no further sugar will be used.

Shri Karmarkar: We shall suggest that. We have no powers under the law. We shall send only suggestions. Principally this is a State subject and the States are endowed with all power. I need hardly assure the House that we shall do all in our power to impress upon the States the necessity of taking all strong measures in accordance with your suggestion—it is a right one—to see to it that this food poison does not spread anywhere. That is what we shall do.

Dr. K. B. Menon: In the list of things mentioned on the floor of the House it was only atta and sugar. I think just now tapioca was mentioned. My information is that tapioca also has been responsible for this infection: tapioca which is greenish in colour. My information is that if tapioca is not pulled out at the proper time and if it gets a greenish colour, it has almost the effect of oyanide. This is information which the Government might check.

Shri Karmarkar: What I read from the telegram was that certain specimens of poories, maida, sugar sweets and tapioca received from Kerala were analysed in the laboratory at Madras. This telegram says that no signs of poison were noticed in the samples.

Shri Narasimhan: Chemical analysis is pending.

Shri Karmarkar: Certainly these matters are pending. I have given the House the information that I have received from the Madras Government.

Shri Kuttikrishnan Nair (Kozhikode): Sir, I may be allowed to say a few words. On this matter, it is only with a heavy heart that we can talk here. A court of enquiry and other committees have been appointed and I am sure they will do their best to find out who is at fault and what has to be done to prevent the recurrence of such events. We are mainly concerned with the unfortunate persons who have suffered because of the mistake of some individuals. The compensation as was announced was Rs. 200. I would request the Minister to reconsider this. You might remember that the Defence Minister in his statement announced that in respect of the victims of the air crash, they will be given about Rs. 2000. I would request the hon. Minister to consider that amount or thereabout as the amount which will be more or less reasonable compensation for this unfortunate incident. We can rest assured that no money can compensate the great loss that has been sustained by the families. All the same, I would request the Minister to reconsider this. I do not expect an answer on the floor of the House just now. They may consider that aspect. At least Rs. 2000 or Rs. 2500 may be paid to the families of the victims in this matter. I may also suggest that there are other deaths not connected with the Sasthamkotta camp. In the case of those persons also, the Centre and the State may consider the claims of the unfortunate persons who have suffered because of the death of these individuals. They may also be paid a certain amount as compensation which would enable them to keep their families above want. I thank you for having given me this opportunity to speak.

Mr. Speaker: The hon. Member is also from Kerala.

Shri Rungsung Suisa: The information that we got from the hon. Minister cannot satisfy us. The commission is going to find out, but he has not

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given us the steps Government has taken to prevent this food poisoning. Just reading this message from the State and saying that the commission has been appointed cannot satisfy the House.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Certain observations have been made in regard to the conduct of the port authorities at Bombay and Cochin relating to this particular matter, and it is my purpose while intervening in this discussion, to state the position in this behalf.

To begin with, I may say that this ship *Jai Hind* is a small ship with a gross registered tonnage of 1,374 tons. It left Bombay on its voyage No. 168 on 27th March, 1958 and reached Cochin on 1st April, 1958. The consignment which it was carrying was entirely on private account, and I have tried to ascertain what is the responsibility under the Indian merchant shipping law of the port authorities or of the shipping company itself in this behalf to check whether a particular commodity is good enough to be taken or transported or not, particularly when it is carrying food cargo.

I find that so far as the Indian Merchant Shipping Act of 1923 is concerned, there are no rules or regulations under it which enjoin upon the shippers or the port authorities to check the contents or analyse the contents of a particular consignment. The nearest provision that comes in this behalf is under the Indian Sea Customs Act, section 29, where a shipper is required to state and describe truly the nature and character of the cargo, and if it differs from the description so given, there is a punishment provided. It is confiscation of the particular cargo as also penalty not exceeding Rs. 1,000. That is the position so far as the rules and regulations are concerned.

In the normal course, the port officer or the administrative officer of the port is not required to visit each and every ship and check up the cargo because it can easily be imagined that thousands and millions of tons of different types of cargo are taken in hundreds of ships, and it is physically impossible for any particular officer or individual to look into and investigate or inspect each and every item of the cargo is something which might be deleterious or poisonous.

In this particular case, the shipper had given a clear declaration in the shipping bill of lading that they were only harmless medicines. That is clearly mentioned there and we also found out from the papers ...

An Hon. Member: Harmless chemicals?

Shri Raj Bahadur: Harmless medicines, not chemicals. The same description is given in the customs shipping bill and also in the "Export General Manifest" which was also furnished by the particular consigner. When a shipper company with the staff that it has got and the officers it has got is giving a particular consignment or cargo, assures by a formal declaration that there is nothing poisonous about it, that they are only harmless medicines, and asks that they be picked up or transported, it cannot be suspected that there is poison, and therefore the cargo was taken. And that entire cargo was on private account. Even the foodstuffs etc., were on private account. So, normally, the port officers or the port staff at Bombay or Cochin had no business whatsoever to visit the ship or to see what was going on. They could not have anticipated the events. The events have been unfortunate and tragic. Nobody denies that, and we are all sorry for that. But how can we fix the blame on the port authorities either at Cochin or Bombay simply because a particular consignment was marked wrongly as harmless medicine, it turned out to be poison and that poison accidentally mixed with certain foodstuffs which caused this tragedy? They could not have anticipated it. We can be wise after the event. But of course I will have wait for the result of the enquiry would not like to forestall the results of the enquiry—but to be fair and to be judicious so far as the responsibility of each individual in this matter is concerned, I do submit that normally any person with normal diligence or normal prudence would not have suspected that a particular consignment of medicines marked as harmless medicines could have brought about this result. Therefore, to say that the port authorities at Bombay or Cochin were negligent in the performance of their duties, or that there was some sort of lapse on their part, will be, I think, prejudging the issue and it will also be unfair in the circumstances of the case.

I think I cannot say anything more than that.

Mr. Speaker: Have any steps been taken against the consigner?

Shri Raj Bahadur: By the time the tragedy had happened the entire consignment had been taken over by the consignee.

Mr. Speaker: I am talking of the consigner, the man who gave wrong description of the article.

Shri Raj Bahadur: The consigner is a firm of chemists or somebody in Bombay. I do not think the port authorities ...

Dr. Ram Subhag Singh (Sasaram): The question is whether the port authorities have taken any action now or not.

Shri Raj Bahadur: I have already indicated the law. We can only take some action against them under the Indian Sea Customs Act, but that can be done when the goods are moving out. Now, investigations have been started against them by the police. The police are investigating the matter and they have also taken hold of certain papers from them. They have questioned them, but that is all under investigation, and I cannot say anything about that at this moment.

Another point was raised by the hon. Member opposite. He said the port authorities should have intimated the port authorities at Tuticorin and other places about the particular consignment and about the tragedy which had happened etc. I say with all respect to him that by the time the tragedy happened the entire consignment or cargo which was poisonous had already entered the area of the Kerala State, and it was up to the Kerala Government to have intimated all concerned that the poison was from that consignment and to warn them about it. I do not think it was for the port authorities at Bombay or Cochin to have done that.

I think I cannot say anything more at this stage.

Shri Narayanankutty Menon: I did not say about the port authorities in Bombay, but at Cochin some port authority must have seen it before its discharge, whether this black liquid was spread over the food material, and it was for them to inform that such a thing had happened.

Shri Raj Bahadur: May I point out again that this is not an uncommon experience that the packages of certain consignments get broken, get loose, and the contents spill out. On all such occasions we do not expect the administrative officer of the port to visit the place and do something about it and to anticipate that something is going to happen.

The Minister of Defence (Shri Krishna Menon): In answer to a supplementary question, the Government informed the House that it had been decided to appoint a commission of enquiry and that Mr. Justice Shah of the Bombay High Court will be the Chairman of this commission. Its composition and terms of reference will be such as to effect an examination of the whole of this problem, for we do not know even now whether it is confined to the cargo of one ship, or several ships, or no ship at all, and I am sure you will agree with me if I say in the House that while there may be a preponderence of suspicion, *prima facie* evidence and all the rest of it, in view of the appointment of the

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commission of enquiry, these matters must be examined by them. Government undertakes to transmit to them the entire proceedings of this debate. I have no desire to traverse this issue very much more than is necessary, except to deal with some of the points raised in the debate and not with any idea of putting up a defence on behalf of Government. No question of defence arises. We are all sadly stricken by this tragedy and I would like to say here this was high-lighted several days after the first incidents were reported in the local newspapers in Kerala. I was there at the time and I had seen reports of food poisoning in different parts of Travancore before this unfortunate business was high-lighted by the operation of this poison in the training camp at Sasthamkottah.

12.00 hrs.

Meanwhile, with your permission, I will deal with this in two ways, one with regard to the camp itself, about which I have already made a statement.

Mr. Speaker: What took place in the camp-apart from the court of enquiry—will that matter also be entrusted to the judge?

Shri Krishna Menon: There are already, including the Commission appointed by the Government of India, two others operating—three altogether. And I have no doubt at all that Justice Shah would take the necessary steps to obtain all the information and all the cooperation required and there is no reason to think that there will be any lack of cooperation from the Kerala Government. They are apprised of this matter.

With regard to the court of enquiry in the camp itself, it is appointed under section 19(2)(d) of the Army Act and I think it is only appropriate that we should inform the House as to its terms of reference.

First of all the court has been asked to find out whether the supply of provision to this camp was in accordance with Army Instructions—I do not exactly remember the number of it, army letter so and so. Secondly, whether the system of checking of quality and the issue of rations was according to the law. They will have to investigate the causes of death in one company only——there were other companies in the camp of 522 people, nearly a small battalion strength,—the numbers admitted to the hospitals of various classes, why there were children in the camp and why there were other people hanging about the place, the circumstances leading to their presence, and the responsibility in regard to these matters. All this evidence is to be taken on oath.

So far as the Commission under the Chairmanship of Mr. Justice Shah is concerned, Government will take due steps to give him the powers that are required for taking evidence on oath, as happens in such cases. It has been mentioned in this House as though every report that appears about this is an established fact. Now Parliament is responsible not merely to the victims but also to those against whom allegations are made. I am not here to put any special pleading for them. The only way to get at the truth is to allow this Commission to go into the matter in a judicial manner and to take note of all the constructive suggestions which will be done.

I think it was Mr. Menon who said that the court of enquiry in the camp had established something. I would not normally enter ...

Shri Narayanankutty Menon: I did not say that.

Shri Krishna Menon: I heard somebody say that the court of enquiry had established that the food contained falidol. The court of enquiry has come to no such conclusion.

So far as the Defence Ministry is concerned, samples of food and anything that may appertain to it, have been meticulously collected and are under the most rigorous examination of the Medical Research Institute in Poona. They cannot be hustled into giving any results without the minutest possible examination. Now all these results will be sent to the Commission. While I have not got the statement of the terms of reference, it is not merely in regard to these few deaths. It is in regard to the whole question of recent food poisoning cases. Now it is assumed with too much facility that it was with one ship that something happened. That may be true. There may have been other ships. There may have been other causes, as for example there is this case in Chingleput. So the Commission has the responsibility of looking into the recent food poisoning cases.

Quite naturally there is a reaction as to why we did not do something about this. Why did we not shut down all the food shops? There is the other side of the question also. Are the Government to take steps which will create general panic which will create conditions of food scarcity without the exercise of necessary caution? I have no doubt at all that so far as Government is concerned, if the Commission should find that there was responsibility resting on the shoulders of any one, whether it be official or non-official, it will discharge its responsibility to itself and serve the people and Parliament by taking the measures that are required. In the meanwhile, no doubt, the Kerala Government have taken some steps. If other steps are required they will take them.

Now, Sir, I think an explanation is due to Parliament with regard to the information regarding this affair. I have no authority to speak for the Kerala Government. In fact, they can speak for themselves. We may not always agree with them. But we had some difficulty in regard to information. The telephonic communication had broken down at that time. The Army has other methods of communication. But that is also subject . . .

Shri Narayanankutty Menon: As far as the camp was concerned, there were no lack of facilities, nor was there any negligence on the part of Government in giving information.

Shri Krishna Menon: I have no objection to pleading guilty to negligence if it is established.

Mr. Speaker: The hon. Minister is replying not only to an individual hon. Member. He has to satisfy the whole country that everything has been done.

Shri Krishna Menon: It is natural to ask: Why did we not get all this? For example, there were errors in the press statement I made, genuine errors. The reason was that the normal communication which is bad enough from Kerala State to Delhi was completely out of commission. Then the Army has got other means of communication which, works on a system—except in case of emergency—which is totally satisfactory only under good weather conditions. Radio reception is not always good. Cyphers and most of the information come in an extremely scrambled character and require a lot of checking. There were difficulties about communication, but this is not an explanation on the part of Government.

Reference has been made to the responsibilities of port authorities. I am sure, Mr. Speaker, speaking on behalf of Government, you would not expect me to accept all these allegations. The Minister of Transport has referred to certain lacuna in the law. Well, if it is proved as a result of the Commission of Enquiry that the lacuna in the law is likely to prevent us from taking necessary steps or even responsibility for some of these, then, it is a matter for Government and Parliament to remedy it.

As regards the responsibility of the port authorities, which is a Central Government responsibility, nothing has been established and it is the first time allegations of this kind have been made. Here again I do not step in for defence. But it will be improper

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for us just to let this pass unnoticed in this way. But no doubt on account of the statement that has been made, full information will be called for from him and that also will be communicated to the Commission.

Members of Parliament have taken quite rightly and quite so much interest, and all of us have expressed so much concern in this matter. We shall make available to the Commission all the information that is relevant to this matter, because in that case we shall be able to get down to the truth of it.

There was one point that was raised by Shri Narasimhan which must alert all of us, that is the possible effect of the late action of this poison. This has been conveyed to different parts of the country and there is no guarantee that it is only in one ship or one train. If it is lying anywhere else or something else of that kind, what is to be done about it. On this matter also we shall seek the opinion of the Commission.

I would also like to add that in regard to *Jai Hind* and the parties concerned, the Minister of Transport has given without any inhibition all the information that was available to him. But he has not said that it is Government information. I think it is only fair to say that also requires some investigation. The ship is under examination. Supposing—hypothetically speaking—after examination it is proved that there is no trace of poison, the whole of the story goes away. I do not say it will be the case. I would like to say that in fairness to the House. He has read out all the reports that have come in and placed all the material available. But in regard to the responsibility of the consignors and consignees to which he has referred and the port authorities, these are points which we will convey to the Commission and I have no doubt that a full examination will be made more with a view to fixing the responsibilities on the one hand and more with a view to preventing harm in future.

Shri Narayanankutty Menon: Now the Commission has been appointed. It has been found that there was some declaration made in the port of Bombay. So Government should investigate into the statement made, about the two Acts and also about the punishments to be there, whether criminal prosecutions could be launched, not for the whole poisoning cases, but in regard to the declaration made as far as this particular material is concerned.

Mr. Speaker: The hon. the Minister of Transport has said that the matter has been placed in the hands of the police so far as the consignor's declaration is concerned.

Shri Krishna Menon: Instructions have been given to all the authorities concerned to give co-operation in this matter. With regard to this consignor and consignee, it is still in the position of an *ex parte* statement. We have had no statement from the consignor. Naturally, so far as the shipper is concerned, it is his business to shift the responsibility to the consignor. The Commission has to hear the other side of the story. Surely, with the responsibility resting upon us, when we appoint a Commission, we must send all the suspicions and all the allegations to them and be prepared to give whatever evidence we can and wait for the judicial findings of the Commission and its recommendations.

Mr. Speaker: Police investigation can go on simultaneously.

Shri Krishna Menon: That is also going on. Preliminary investigation is going on. Because it has been found by experience—and that is the practice that obtains in all other countries—unless the Commission has all the material prepared for them by investigation, its labours are not likely to be so fruitful. The Home Minister, speaking yesterday in another place, has made it clear that all the departmental, administrative and other investigation will take place and to the extent that the Central Government's arm has to be extended for the purpose it will be so extended.

Dr. Ram Subhag Singh: All that we have got now is that there is no guarantee that any adequate step is going to be taken so that such incidents may not occur in the future; because the Transport Minister said that no such rule exists by virtue of which the transport authority may exercise control.

Mr. Speaker: The Defence Minister has answered it.

Dr. Ram Subhag Singh: I therefore suggest that the Government should find out some means to exercise some control while the ships are in transit or when such goods are going to be transported from one place to another place; and if there is some lacuna in the Rules or in the Act they should come to Parliament or they should formulate some new Rules.

Mr. Speaker: That is what the Defence Minister said.

Shri Krishna Menon: All such steps should be taken. But it is not possible to jump to a conclusion because of one hard case. Suppose we stop that hole, then we may have to stop some other thing as well. So it has to be examined after the report comes in.

There was one point about compensation that was raised. Apparently it is particularly directed to the deaths in the camp. I said at that time that we had paid no compensation in a legal sense. All that we have done was to give them Rs. 200 at that time as *ex gratia* for which we got financial sanction, and the Defence Ministry as such has no responsibility for rehabilitation or providing relief for the citizenry as such. In the case of Air Force personnel, we are enjoined by the Air Force Act, or by the Army Act or the Navy Act according to the personnel, as to what they should get and all that is laid down. There is no difficulty. In this particular case, it was really compassionate allowance produced as an *ad hoc* arrangement and no one said that it was either a compensation or that was all that was going to be done. But when the report of the Military Court of Enquiry comes, that element will also appear, and as Minister of Defence I will put it before Government.

Shri Sonavane (Sholapur—Reserved—Sch. Castes) *rose*—

Mr. Speaker: I am not going to allow. The hon. Member at no stage wanted to intervene before I called the Minister. The whole thing is now over, it is a kind of winding up.

Shri Sonavane: When I got up, Dr. Ram Subhag Singh also got up and you allowed him.

Mr. Speaker: Why should he not go on getting up? I have allowed every hon. Member to speak, including that other hon. Member here. It is very strange. Hon. Members must come prepared, must know what their mind is and then give suggestions to the House, and not pick up here and there after the whole thing is over. Am I to ask the Minister to reply once again?

Shri Sonavane: I wanted to know certain information. Some information has not come forth and we are kept in the dark absolutely.

Mr. Speaker: He cannot anticipate and enter into the brain of the hon Member. The hon. Member must have put it then.

Shri Sonavane: I can do so only after hearing the Minister, not beforehand.

Mr. Speaker: All hon. Members who have got any suggestions to make may send them to the Commission of Enquiry.

Now we will go to the next item of business.

MOTION RE: ANNUAL REPORTS OF EMPLOYEES STATE INSURANCE CORPORATION

Mr. Speaker: Both the items (Nos. 8 and 9) will be taken up together.

Shri Narayanankutty Menon: Sir, I beg to move:

> "That the Annual Report of the Employees' State Insurance Corporation for the years 1954-55 and 1955-56, laid on the Table of the House on the 17th August, 1957 and the 13th September, 1957, respectively, be taken into consideration."

> "That the Annual Report of the Employees' State Insurance Corporation for 1956-57 be taken into consideration."

Sir, the two motions together seek to discuss the annual reports of the Employees' State Insurance Corporation for the years 1954-55, 1955-56 and 1956-57. First of all, I wish to point out that even though about three years have passed and the First Report ought to have come, there is an inordinate delay as far as the placing of the Reports on the Table of the House is concerned. That matter was brought to the notice of the hon. Minister, and he has assured us that hereafter within a reasonable time the annual report will be placed on the Table of the House.

When I make certain observations and remarks regarding the working of the Employees' State Insurance Corporation in the last few years, since its inception in February 1952, I wish to make it quite clear that I am not bringing any accusations against anybody; I am not attempting to fix the responsibility for these shortcomings upon anyone. I make these accusations with a righteous indignation, because right from the beginning, when even the introduction of the Employees' State Insurance Corporation was resisted by a section of the workers, we ourselves as far as the All India Trade Union Congress is concerned did undertake the responsibility of advising the workmen to join it, whatever might be the outcome of the introduction of the Employees State Insurance Corporation. Therefore, after the workers have been advised in many areas to join the Corporation, and when in actual experience the workers find that the working of the Corporation is in almost all cases not so satisfactory, certainly we have got every right to bring before the Government our grievances and our suggestions as far as the working of the Corporation is concerned.

Throughout the report, and also otherwise, there is a grievance on the part of the Corporation. The grievance is lack of financial facilities either as far as the Corporation is concerned or, when it comes on the part of the States to share the responsibility in a very small and humble way, the States refusing to take the responsibility which they ought to take as far as this is concerned.

13·18 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Apart from going into the merits of the responsibility of the States in this matter or the merits of the Corporation's grievances that there might be certain shortfalls facing the Corporation to undertake the vast liability of looking after the health of these workmen, I wish to point out a novel aspect, an aspect which should be considered by the Corporation and the Government. Even in a case of developing economy in an under-developed country where the working class is primarily in the employ of the employers, social security in all its aspects, including medical facilities, is a primary responsibility of the employer. In this case the Corporation has undertaken the liability—the State has quite rightly come forward to undertake the liability. But at the same time, extreme caution should be exercised, especially at this stage of our economic development, to see that the primary responsibility of the social security and also the health of the worker is fixed on the employer.

With this aspect in mind, when we look into the Corporation's budget in the three years' reports, we find that this question has not been answered quite satisfactorily. Looking into the various reports of the Corporation from 1952 to 1956, if we examine the figures of the contribution made by the employer and the contribution made by the workers, we find that the contribution made by the workers in all these years has systematically undergone a tremendous increase, while the contribution made by the employer has not increased to that extent. The answer to this from the corporation's side is that since this scheme is being extended to various areas, more workers come into its fold, and the workers' contribution naturally increases. But that is not a reasonable answer. It would be seen that in the first year, the workmen made an initial contribution of Rs. 30,73,643; gradually, the figure increased, and in 1955-56, the workers' contribution reached the figure of Rs. 2,39,61,290. But so far as the employers' contribution is concerned, it was Rs. 1,31,40,677 in 1952-53, and in 1955-56 it was Rs. 2,25,29,288. The ultimate result is that in 1955-56 the employers' contribution remained at Rs. 2,25,29,288 while the workers' contribution was Rs. 2,39,61,290. Obviously, the workers' contribution exceeds the employers' contribution. This is a state of affairs which is not at all laudable, and which is not at all a happy state of affairs. Government should consider, and the corporation also should consider the question of increasing the employers' responsibility in this case so that at least a very major portion of the expenditure of the corporation is met by the employers' pockets. There may be cases in which an employer in some industry which is having a hand-to-mouth existence may be very hard-hit, if uniformly the rate of contribution is increased. But provisions may be found to give them exemptions or make certain adjustments in those cases. But, primarily, when one sees the all-India index of industrial production and industrial profits, one feels sure that the employers in India can undertake the burden of meeting the entire social security schemes which come under the corporation's sphere.

Therefore, instead of giving excuses of want of finances from the corporation side, the corporation should immediately think over ways and means of fixing the whole of the responsibility, or at least to a very considerable extent, upon the employers; and apart from the recent decision taken to increase the employers' contribution by way of employers' special contribution, a radical change in policy is called for, and the employers' contribution should be increased to a very considerable extent.

I now come to the working of the various schemes under the employees' State insurance scheme. The first thing that I would take up is the question of hospitalisation. If I make certain bitter remarks, the Labour Minister may kindly excuse me, because I am making these remarks in the mildest possible way, and not in the way in which the actual workers who are affected by the corporation's scheme think over it in their own places.

To begin with, the corporation made an *ad hoc* scheme under which they fixed a certain number of beds in the hospitals to be reserved for the workmen who come under the corporation. Taking the latest position, for over a million workmen who have come under the corporation's scheme, there could be, even according to their own account, a reservation of 2,400 beds. But we are informed today that the total number of beds reserved is only 1,400. As far as the original schedule is concerned, I would emphasise that it was a very miserable under-estimation of the requirements. So, even the original estimate should be re-thought over, and the reservation that has been fixed now according to their schemes on paper will also have to be reconsidered, and will have to be increased,

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according to the experience that they are having in many centres where the corporation's scheme is working.

Even after fixing a quota of 2,400 beds to be reserved, they have been able to reserve only 1,400 beds; and they have not been able to reserve more. The obvious answer which, I know, will be given is that though the reservations have not exactly been made, yet there is no difficulty as far as the workmen are concerned, because they have issued standing instructions to the hospitals to provide workmen covered under this scheme with beds, when they go to those hospitals. That answer is not going to hold water because in my own experience, I find that the State Governments are running their hospitals on a very meagre scale, and already there are complaints that the hospitals have not been in a position to serve the needs of the locality, that is, so far as the other people are concerned; if the additional burden of looking after these workmen is going to be put on them, then I submit that those hospitals would be put to very severe pressure.

So far as the ordinary people are concerned, these hospitals have got no obligation to them except that as taxpayers the ordinary people can get some treatment in a public hospital. But when a workman covered by this scheme, from whose monthly pay a cut is made and is paid to the corporation, goes to the hospital, he also gets almost the same treatment, a treatment of neglect that the ordinary people are getting. In many other cases also, when the workmen wrote actually to the corporation for treatment and then they went to the hospitals, they found the same treatment of neglect.

I know particularly of the Ernakulam hospital, for instance. In any season, you may go there, and you will find ordinary patients on the verandahs, in the quadrangles, and in all sorts of conceivable places where the human body could be delivered. In that congested hospital, if a workman who pays for this scheme goes for treatment, what is his fate? He would be pointed to another area in a verandah, exposed to the sun and exposed to the fury of the monsoon, and in that condition, the worker is supposed to enjoy the scheme! That is how the worker is treated when he goes to the hospital under the Employees' State Insurance Scheme.

Again, when the worker goes to the hospital, what happens to him as far as the actual treatment is concerned? Usually, the hospitals have not got all sorts of medicines, even though the Empolyees' State Insurance Scheme worker is supposed to get all modern medicines, including the latest medicines which an ordinary patient is supposed to pay for. In this very hospital, if a worker suffering from pneumonia goes for treatment at midnight, and if the doctor, if at all he is to be seen there at that frightful hour, prescribes that penicillin will have to be given without any further delay, I tell you it is impossible for that person to get penicillin at that time because there is no one responsible as far as the corporation side is concerned, to pay for this medicine. Unless the worker has got something in his pocket at that time, or unless the worker's family is around there, he will not be able to get penicillin, and for want of penicillin or any other drug at that time, he will simply collapse the next morning. What arrangement has the corporation made as far as these workmen are concerned, to see that proper medicines are given in hospitals where the hospitals do not normally stock these patent medicines and drugs? So far, in no place has the corporation made any arrangements to get them these medicines. In many cases, the workmen will have to get the medicine themselves, and later on wander about to get the money.

The treatment meted out in the hospitals, and the reservations made so far, and also the treatment in places where the reservations have not been made are miserable, unsatisfactory, and requires immediate attention and immediate rectification.

Regarding hospitalisation, there is a scheme with the corporation. And where one hundred beds are required according to their old schedule, which is not at all adequate, hospitals should be built. The scheme started in 1952, and the talk of building hospitals started long long before. Today, it is the 7th year of the functioning of the corporation. According to the glossy picture given in the annual report, the corporation's schemes and other benefit schemes are making tremendous strides. But in spite of all these strides, the lack of reservation on one side and the absence of a single hospital anywhere in the country on the other, is the glorious account that the corporation is able to give us in the 7th year of its existence. Is there any want of money? If in the countryside or in a particular State, it is stated that there is no money for a hospital, we can understand; we can understand that the State Governments cannot foot the budget, but here in the latest annual report, we find that Rs. 11 crores are there in the reserve fund of this corporation. So, it cannot lie in the mouth of anyone to say that there is no money for the construction of hospitals. Instead of coming forward with excuses as have been given here, namely that maps are being drawn, architects have been consulted, land has been acquired and so on, instead of this sort of excuses being given year after year in the name of architects, in the name of land purchase, and in the name of various other things, immediate steps will have to be taken to see that the hospitals are built in those centres which have been given in the report, where one hundred beds and more are called for.

Another report is already coming because the year has run out. When that report of the Corporation for that particular year is placed on the Table of the House, may we hope that those promises of building hospitals at least according to their schedule will have been implemented without any excuses being given?

Then I come to the extension of the scheme to the families of workmen. In many centres where the scheme has been introduced, originally the workers were getting family protection as far as the employers were concerned. When the scheme was introduced, what happened as far as the employers were concerned? It was the primary responsibility of these employers to provide medical facilities for the workers. They were running their own dispensaries with medical personnel; some of the companies had their own ambulances. The families of workmen used to get the medical benefits. But now, immediately the scheme has been introduced, sticking to the very letter of the law, they have closed the entire dispensaries, and in cases where the families were being given facilities, they maintain only family service.

The ultimate result is that if one worker falls ill either in the factory or in his house, he will have to have his own conveyance. He will have himself to arrange to go to the hospital. I was pointing this out in connection with the facilities that used to be given by the employers, and how now the workers lose that benefit. I come back to the extension of the scheme to the families of workmen.

Originally, it was proposed that the scheme be extended to the families. But in spite of assurances after assurances, it is not being extended to the family members. Now in the latest Report, the Corporation says that there is a gap of Rs. 7 lakhs as far as the budget estimate is concerned if the scheme were to be extended to families. I am told that the Corporation was able to persuade the State Governments to extend the scheme within a time schedule. What happened? What is the position in all the ten States where the scheme is extended? According to my information, till day before yesterday the State of West Bengal had not agreed to extend the scheme to families. I may point out

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that now the State Governments work with at least some sort of co-operation and co-ordination with the Corporation. Not only in this case, but in all the negotiations, more responsibilities and more liabilities are placed on the State Governments. It is also right in certain cases that the State Governments—I say this from my own experience—take it for granted that this is something administered by some Corporation at Delhi and as far as this is concerned they have no responsibility, and whenever their responsibility comes, they say: 'As far as we are concerned, our revenue is depleted; we cannot find the finance'.

The hon. Labour Minister should take some more trouble and see that there is more co-ordination with the State Governments. I hope that the State of West Bengal with its very enlightened Chief Minister, who is himself a medical practitioner, who understands the difficulties of patients, will come forward and say that they will agree to extend the scheme to families.

Talking about West Bengal, there is another point which I have to mention. I find that every other State Government has agreed to construct hospitals where they are required to be constructed. But I understand—I am subject to correction—that the State of West Bengal has refused to have anything to do with any hospital as far as Calcutta is concerned. I do not know whether it is true, but this is my information. If this is true, the West Bengal Government requires some telling. As far as the Corporation and the Central Government are concerned, the hon. Labour Minister will have to see that some positive steps are taken. A positive statement will have to be made that the Corporation and the Central Government have undertaken the responsibility of seeing the entire medical benefits scheme through throughout the country as far as workers are concerned, and that they are not going to shirk their responsibility as far as implementation of the scheme is concerned, whether any State Government comes in the way or not. Drastic steps ought to be taken to implement the scheme so that the entire scheme as far as labour is concerned, will have a smooth sailing in all the States. I hope, therefore, that the extension of the medical benefit scheme to families will be effected as quickly as possible and within the next year we will see, as promised, the scheme is so extended in all the areas where the Employees' State Insurance Scheme has been introduced.

Now, I come to another point, the point of perpetual complaints as far as the implementation of the details of the scheme is concerned. Where there is a dispensary, the workman cannot go to the dispensary on his own. There are many cases when a workman who comes back from the factory in the night takes ill in the morning. Then he will have to have his own conveyance to go to the dispensary. It is impossible for the workman to provide his own transport to the dispensary because in cities the conveyance charges are high. According to the rules framed by the Corporation, unless the worker goes to the dispensary and gets the form filled—even if he is unconscious—he cannot get treatment. That is the strict interpretation of the rule. He may not get any benefit at all; it will not be possible for him to go there. So something will have to be done as far as this particular difficulty is concerned. There should be some help given to workmen who suffer from illness in their own houses to get themselves removed to the dispensary.

Previous to the introduction of the scheme, if the worker suffered from any disease in his house, he could send a leave application on the same day through some other man. If he could not do that, he could on a later date when he joined duty, submit his leave application and the employer used to grant the leave, and he used to get the full pay. Now, he is compelled to go to the dispensary, get himself examined by the E.S.I. doctor.

In many cases, it is not possible for the worker to do this. So this particular matter will have to be looked into with extreme care.

Regarding supply of medicines in the hospitals where these workmen are taken, the suggestion I am making is that there should be some responsible officer of the Corporation in every hospital—he need not be permanently there—and it should be under his supervision that workmen are admitted in the hospital with priority and in the proper place. It should be within his responsibility to see that proper medicines are given to the workmen; it should be within his responsibility to see that if during the course of illness and treatment, specialised treatment is required, he is taken to the specialist. I have my own experience in this regard. If a specialised treatment is required or consultation is required, if, for example, an X-ray is to be taken, the worker will simply be told by the doctor: 'Get yourself X-rayed'. How is the worker, who is unable to walk even in the hospital, to go to the X-ray specialist to get himself X-rayed? The X-ray establishment will be four or five miles away. How is the workman who is unable to walk up to the verandah of the hospital to go to the X-ray establishment by himself and get himself X-rayed, and show to the doctor when he comes in the evening 'This is my X-ray photograph'? What happens is this. It is impossible for him to get himself X-rayed. He will remain a patient there and if God has given him a long life, he will come out of the hospital without being X-rayed. This difficulty will have to be looked into and removed.

Therefore, I emphasise that the Corporation should find some means of putting an officer in these areas who will be completely responsible to transfer these patients, whenever required, to the dispensaries, to get them admitted to see that they get proper medical care, to see that proper medicines are supplied and also to see that specialised treatment is given, where necessary. In view of the difficulties experienced so far, in view of the complaints that we have received so far, I hope it will be possible for the Corporation to do something in the matter and put somebody who is responsible there.

Now I come to the point regarding exemptions. I fail to understand sometimes what is Government's policy in this regard. Let us take this example. There is a big company. Because of the fight of the trade union for long long years there, the workers have got certain rights as far as leave facilities are concerned and as far as medical facilities are concerned. When the Employees' State Inursance Scheme comes, the scheme is to give coverage to the entire industrial area. Immediately all the benefits that the workers used to receive are stopped. In many cases where exemptions are genuinely asked for, the workmen used to get better benefits than what they could get from the introduction of the scheme. Should the workmen lose those benefits that they used to get? What prevents Government, if proper representation is made, from thinking that these workmen were getting benefits far superior to what they could get under this scheme or what they could expect to get in the near future? What is wrong in Government acceding to this request for exemption in that particular case? When the Corporation is pressed for funds, why not leave these workmen alone to have all those facilities they used to get for a long time, and which they cannot get under this scheme until all the promises come to reality? Till that time, why not leave those workmen in peace? Let them continue to enjoy those facilities which they have been enjoying so far. Let them enjoy the facilities that they used to get. That should be the policy of Government. In many cases, I know, where the workmen want to get enlisted in the scheme, Government has refused to enlist them; and, where exemptions are not justified, Government have given exemptions.

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I take the case of the Calcutta Corporation workers. For the workers in the Calcutta Corporation the medical facilities given by the Corporation are far far meagre than what they would get if these workmen were to be brought under the scheme. Government came down and exempted the Calcutta Corporation from the operation of the scheme. That was a case which called for inclusion in the scheme and where the Government exempted.

In Monghyr, the workmen of the Imperial Tobacco Company were getting more benefits than what the Employees' State Insurance Corporation could not promise them for 20 years to come. All the employees and the trade unions—individual signatures were even collected—approached the Government to exempt them. But there was a deliberate insistence that in Monghyr the I.T.C. should not be there.

In my own experience in Ernakulam in 1954, when the scheme was started there, I sent petitions, I sent memorials through the State Government and directly to the Central Government that the workers of the B.O.C. and S.V.O.C. were getting far more facilities than what they would get from the Corporation even for 25 years to come and that they should be exempted. But compulsorily these workmen were brought in there. They were forced to join and they found afterward that whatever they used to get before, they could not get.

I submit that this scheme has no plan behind it; this scheme has no logic behind it; that this scheme has no reason behind it. If the Government is serious and if the Corporation is serious that the scheme should work properly, they should give exemptions where they are justified. And, in cases where certainly the scheme should come, in exercising their discretion in exempting factories, whether it is private business or government business, exemption should not be given. I hope, with these examples in mind, the hon. Minister himself will take the responsibility to see and analyse each case; and wherever exemption is called for—even in cases where the workers have been enlisted—he will act promptly and give the exemption.

Mr. Deputy-Speaker: The hon. Member should conclude soon

Shri Narayanankutty Menon: I will not take much time of the House. I will take only two minutes.

Now, I come to another point Every State has its own Maternity Benefit Act; and there is the Workmen's Compensation Act also. Under the Maternity Act, the women labourers are entitled to certain benefits. Under the Workmen's Compensation Act, all workmen are entitled to certain benefits. The anomaly is this. Immediately the Employees' State Insurance Scheme comes into force, in a particular locality, the operation of the Maternity Benefit Act and also of certain provisions of the Workmen's Compensation Act is suspended. The ultimate result is that women workers—especially in the State of Kerala which I know—who used to get longer paid leave for maternity and also increased wages, had the coverage of maternity reduced when they joined this particular scheme. The quantum of wages they get is also reduced.

In the Workmen's Compensation Act also there is a lacuna. This has been brought to the notice of the Corporation, I think, in the year 1954 and onwards and the Corporation is considering and reconsidering this. So far nothing has been done. I call upon the Labour Minister to see that, so far as maternity cases are concerned, wherever injustice has been done and where women workers have lost a number of days of leave as provided for before the introduction of the scheme and where they have also lost in wages, they are fully compensated.

I come to the Workmen's Compensation Act. How far have the promises made on behalf of the Corporation and how far the promises made on behalf of Government been fulfilled? I think it was on 20th November, 1957 that the hon. Deputy Minister of Labour in the Rajya Sabha assured that he was convinced that there had been injustice so far as the working of the Workmen's Compensation Act was concerned, and that he would take immediate steps and see that an amendment is brought soon. November 1957 was long long ago. The workmen in every factory are suffering because of the lacuna in the Act. The Government saw that and promised that they would come with an amendment. So far, nothing has been done as far as Government is concerned. After this promise was made in the Rajya Sabha, where the Deputy Minister almost chided the Members for making the allegation, 7 months have passed. When are they going to bring an amendment to the Workmen's Compensation Act? I seek an explanation and an answer from Government. In conclusion, I wish to repeat that we are not making these complaints because of any prejudice against the Corporation. We are the people who first welcomed the formation of a Corporation; we are the people who were first joyous that the State itself is working and undertaking this tremendous responsibility. But we are pained today when the employers point out that the workmen are suffering in the hospitals when the State has undertaken this responsibility. When the employers were looking after this scheme, the workmen used to get penicillin; and they say, 'Look at the way these things are being done now when the State has taken over all the responsibility'. We are very much pained when the employers point out the way these things are being done. Therefore some more caution will have to be exercised because already these workmen enjoy certain privileges.

I will end by pointing out to the hon. Minister the attitude taken by the Corporation in certain matters. I may be permitted within a minute to read out from a recent memorandum circulated. We are very much pained at that remark. First of all, I will read that out. It is on page 18 of the memorandum.

> 'In an extensive organisation like the Corporation where lakhs of illiterate workers, illiterate but organised workers, are there who have access to the Press, a few complaints are likely to arise and at times get wide publicity.'

Obviously, the reference is to the complaint that the workers are not getting their wages and that they are not getting proper medical treatment. Sir, I protest against that remark.

The Minister of Labour and Employment and Planning .. (Shri Nanda): Where is it?

Shri Narayanankutty Menon: It is on page 18 of the memorandum you have circulated in connection with the next Labour Conference. If this is the way in which the corporation which is a very responsible body and also Government is going to treat the complaints that are coming from the workers what is the salvation, what is the remedy? When criticisms are made and complaints are made they ought to be looked into all seriousness. It is not an argument that even though they are illiterate they go to the Press and make wild allegations. Look at the Press for the last few days. The workers have not got much space in the Press; the space is taken over by people like the Corporation, people like Government and people like you and by matters like the Prime Minister's statement about resignation and all that.

Mr. Deputy Speaker: I never got even an inch.

Shri Narayanankutty Menon: I do not mean you, sir; I mean the Minister.

Therefore, this sort of uncharitable and brutal comments should not be made when the workers bring our

[Shri Narayanankutty Menon]

their genuine grievances. When the grievances are there, assurances will have to be given and confidence will have to be brought. I hope that this sort of remark will not find a place as far as the replies are concerned. I beseech the hon. Minister to see that this scandalous remark is taken away at least from the memorandum even though the motive and the approach may remain the same, as far as the Corporation is concerned.

Mr. Deputy-Speaker: Motion moved:

> "That the Annual Report of the Employees State Insurance Corporation for the years 1954-55 and 1955-56, laid on the Table of the House on the 17th August, 1957 and the 13th September, 1957 respectively as also the Annual Report for 1956-57 be taken into consideration."

May I know how much time the hon. Minister would require?

Shri Nanda: It will depend upon what happens in the course of the discussion. But, I think, 20 minutes to half an hour will do.

Mr. Deputy-Speaker: Would the hon. Mover insist on some time for reply?

Shri Narayanankutty Menon: I want only two to three minutes, Sir.

Shri Oza (Zalawad): Sir, we are watching the implementation of this Act with great expectations, I should say with a mixed feeling of anxiety also—expectations because we have put before ourselves an ideal of a welfare State. We have gone even further and said that we want the socialist pattern of society in this country which means that we want to expand all possible social security commensurate with our resources to all citizens and more so far those who toil in the factories and produce something for us. There is anxiety because we have got to make these schemes successful because we do not want to confine the scheme to the present range of benefits only. If possible, we want to expand the scheme further to cases of unemployment and other conditions in which the worker finds himself in distress. So, it becomes the duty of all concerned to see that this scheme is successfully implemented and, as my friend put it, creates a sort of confidence among the industrial labourers for whom it has been brought into force. For this not only the Central Government and the State Governments but the Corporation, the employers, the employees and the trade unions shall have to co-operate fully to see that the scheme does not suffer in implementation for any fault of theirs. So far as I can understand, 12 lakhs of labourers are covered by this scheme. During the Second Plan we want to include nearly 77 lakhs of workers, including their family members. Two years have already lapsed. There are three years before us and the task is rather stupendous. Therefore, I urge on the Ministry and all concerned to streamline the implementation of this scheme so that we can go ahead so that a feeling of even slight frustration does not develop among the persons for whom this scheme is being implemented.

As we all know under this scheme five benefits are being conferred on the employees according to section 46 of the Employees State Insurance Act. These benefits can be classified into two categories: medical benefit and cash benefit. So far as cash benefits to the insured are concerned, it is working satisfactorily. Yet something remains to be done in order to see that cash benefits, whenever they accrue, are immediately made available to the employees. I think the best remedy for this is to open as many offices as it is necessary in the areas in which these employees are residing and to have more and more powers delegated to the regional and local committees. The small cash benefits should immediately go to the workers because in these cases if they are delayed it will sometimes be useless. Instead of giving some relief, it would result in hardship to the workers. Cash benefits should be given as soon as they accrue and for this all steps should be taken to see that there is no delay because the administrative machinery is not adequate or something requires to be done here and there. As much power as may be necessary may be delegated to officers at various levels, care being taken to see that the relief goes to the workers concerned.

Over and above being citizen of this country, these people contribute something for their health and for relief when they are sick. The standard of medical help given to these people must be higher than what is prevailing in Government hospitals and Government dispensaries because if these standards are not higher, it is no use asking for special contributions from these people. Instead of just putting them at the level of the ordinary citizen, it is our duty to see that the medical facilities provided to them are of a higher standard, especially when as I said they are paying a special contribution. Here also, if we see closely two things require to be done on the side of hospitalisation. The Corporation should closely look into this matter and in co-operation with the States it should see that hospital facilities go up and these employees who are insured are not suffering for lack of adequate hospital facilities.

One point in relation to the State Governments was raised by Hon'ble member. He quoted an example of the West Bengal Government. I have also in mind the case of the State from which I happen to come—Bombay State. If the medical facilities are extended to the families, instead of ⅓th the State Governments will have to contribute ¼th during the Second Plan. They think it means that only during the Second Plan the contribution will be ¼th. The State Governments are rather nervous because they say that it is beyond their capacity to bear the extra burden and therefore this clause of recovering from the State Governments ¼th of the total expenditure should not be confined to the period of the Second Plan but should be absolute. I think this matter is also being looked into both by the Corporation and the Central Government and I am sure a suitable remedy will be found. About the specialists' services, I have to say something. The services which are at present rendered to these persons cannot be said with equanimity to be adequate. For weeks and some times for months together the patients have to wait before a specialist takes up their cases, and gives care and guidance for the remedy. That also is being looked into by the Corporation. I am sure the Government will also devote some more attention to this and come to the rescue of the Corporation and the State Governments to see that whatever requires to be done is done so that the specialists' service is also adequate. If we look to the accounts of the Corporation, as has been pointed out, there are quite adequate finances. I am only referring to the last report—1956-57.

14·00 hrs.

We find that on the income side the employees' contribution alone amounted to nearly Rs. 3,22,00,000 and odd, while, if we examine the expenditure side, on the revenue account the total expenditure is Rs. 2,88,30,000. Therefore, there is an overall saving, as has been pointed out somewhere else, of about Rs. 4 crores and odd which has been taken over towards the reserve fund. It cannot be said, therefore, that so far as the financial side is concerned the Corporation is on the weak side.

I think it can take up this question and try to give more facilities to the injured persons. Unless, as I said in the beginning, you remove all the causes of irritation and friction amongst the insured persons, I think the fate of this Corporation's activities will be dismal. It is the duty of the Corporation and the Government to see that they create not only

[Shri Oza]

a sort of confidence, but a sort of fervour and enthusiasm among the workers. The workers should be made to feel that this is a scheme which is for their benefit both in terms of their sound health and also finance when they are disabled permanently or even temporarily, and also the overall aspect that this Corporation means well for them. They must be made to realise that whatever contribution they give is ultimately for their good, for the good of their families.

If we want to create that fervour and enthusiasm among the workers, we should be very vigilant about the implementation of this scheme and see that there is no unnecessary irritation and no unnecessary hardships are inflicted.

I may say, Sir, that the Corporation is also self-critical. The Corporation also had appointed sub-committees from amongst the directors and members to go to various places from place to place, to study on the spot the implementation of this scheme in its various aspects, suggest ways and means of streamlining the administration and see that the medical benefits are properly rendered. These reports are very useful, and I am sure the Corporation, with the aid of the Government, will try to see that these reports are properly taken into consideration, and whatever lacuna or defects here and there are left are remedied and are not allowed to creep in so as to damp the enthusiasm of the persons insured for whose ultimate benefit we have taken all this trouble.

Mention was made about the special drug. Here, I find that we have to advise not only the insured persons, trade unions and organisations, but also the panel of doctors wherever there is a panel system, to see that this relief by way of providing special drug is not misused, because we find on a study of the report that the *per capita* expenditure on this account is going up and there is rather a faint doubt that perhaps it is being misused—instead of it being utilised for the quick relief of insured persons, perhaps, some of these special drugs find their ways somewhere else. Therefore, all of us should co-operate to see that this relief is not being wasted and it is being properly utilised.

Therefore, as I said in the beginning, unless all of us co-operate—the Government, the Corporation, the employees and the trade unions—I do not think this scheme can be as great a success as we want it to be. I am not talking only of the present benefits. As a citizen of this great country I am anxious to see—the State has declared itself times out of number that it is a welfare State, a socialist State, and, therefore, from cradle to grave all securities should be given—that this scheme is pushed further. Employees' State Insurance is still in the primary stage. We want to push it further to all sorts of insurance, as I said, even in the case of unemployment. Therefore, I urge upon all the parties concerned to see that it is successful.

Shri Tangamani (Madurai): Mr. Deputy-Speaker, Sir, Shri Narayanankutty Menon dealt with the various aspects of this annual report and the main demands of the workers regarding this scheme. But, at the outset, what I would like to submit is this. We are discussing the Corporation's reports for the year 1954-55, 1955-56 and 1956-57. That itself shows how slowly we have been moving, and how much the House has been taken into confidence about the working of the scheme itself. Therefore, at least in future let us hope that we will be discussing on the report of the previous year—that is, 1957-58 report in 1959—and, when the report of 1957-58 is submitted to us the budget estimate for 1958-59 may also be simultaneously present. I am saying this only because the House will have an opportunity to go into greater detail about the working of the scheme itself.

About the scheme, Sir, most of the labour leaders and workers in the trade unions know how the thing came about. There was a Commission set up under Mr. Adarkar and Mr. Adarkar's report, I think, was published in 1944-45. Soon after the war was over the whole question of social security was taken up and, simultaneously, Beveridge Scheme was introduced in the United Kingdom, namely, providing for a person who is in the employ from cradle to grave. So a legislation was passed in the year 1948, namely, the Employees' State Insurance Act. After 1948, the scheme itself came into operation only in February 1952. And, today it does not cover all the industrial workers; it is being taken from State to State, area to area and sector to sector. I believe it was on the 24th February, 1952, that it was introduced in Kanpur and Delhi.

Sir, for understanding this scheme there is a certain amount of sacrifice and greater social consciousness among the workers who were having some benefits before. I shall explain what I mean. These industrial workers had certain benefits conferred upon them by prior legislations. If there was an accident, if there was an injury or a person died due to an accident, there was the Workmen's Compensation Act. If the worker happened to be a woman, there was the Maternity Benefit Act. These two were non-contributory; whether the worker contributed to any scheme or not he or she was entitled to, the benefit under the Workmen's Compensation Act and also the Maternity Benefit Act. Now, a worker who contributes does not get the benefits under the old Acts, he gets benefit only through the Corporation. After the contribution, the right which he had has been taken away. The worker does not mind that because of the greater social consciousness that a larger number of workers who were not benefited under any of the old Acts will also now come under the new scheme.

The next point is on the question of hospitalisation or looking after the sick persons. In many units, because of the trade union movement or because of the goodness of the employers or due to the intervention of the State or Central Government, we had proper dispensaries and hospitals and the workers were getting hospital facilities without contributing anything. Now he has to contribute, and as soon as the employers find that the workers have come under the new scheme the existing facilities are more or less taken away. Now the workers get hospital facilities by their contribution.

There are two other things. One is where a worker becomes unemployed or where a worker is forced to retire, and the other is where a worker dies. The whole concept of insurance is that the worker must be assured of something, he must be given all facilities, all his risks are covered, all the contingencies are covered. Death, naturally, is one such contingency. Death due to accident, illness, maternity, unemployment and old age—these are the things which are beyond our control. So these reasons will have to be covered. The aim of the scheme is this, and naturally Adarkar has adumbrated this and Beveridge scheme also adumbrates this and visualises this, namely, ultimately, every citizen in this country must be covered under all these six risks, and it is started with the industrial worker. So, so far so good. With that point of view only the trade unions in this country and the Trade Union Congress which I represent and with which I have been associated for nearly 20 years said that we are going to get several facilities, this scheme must be worked and we must really support this. But in its actual working only several difficulties come in. I shall just mention one or two things in the concluding portion of my speech.

But today, this scheme covers nearly, according to the figures supplied to us by the Government, 10,35,000

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workers. Out of this 12,35,000 workers, five lakhs come from Bombay; 2½ lakhs from West Bengal, 1¼ lakhs from Madras and 1¼ lakhs from Uttar Pradesh. So, these four States among themselves account for nearly a million workers, and about 2,35,000 workers are from the other States. Gradually this scheme is being introduced to new areas. Even in Madras it covers only Madras, Coimbatore and the Madras-Tuticorin-Ambasamudram belt, which is the southern belt. In the same way, the scheme will apply to West Bengal and Uttar Pradesh also.

Ever since the ESI Corporation was formed, one of the demands of the workers has been—and it was accepted by the Corporation also—that medical facilities must be extended to the members of the families of the workers. It is still on paper, and only last week or the week before last, in reply to one of the questions tabled by us, the hon. Minister was pleased to state that two State Governments are not willing to make their contribution. The two State Governments are Uttar Pradesh and West Bengal. Now, about the contribution itself, one thing has to be remembered. It is not like the provident fund where there is a certain percentage of wages deducted. In the case of the provident fund it was 6¼ per cent. A worker drawing less than Rs. 30 a month—it does not happen—does not have to pay any contribution at all. Over and above the pay of Rs. 30, there is a graded scale. It is not a question of equal contribution by the employer and the contribution varies. After the legislation was passed as a result of the pressure from the employers' side, the employers' contribution has been decreased. Time and again, we have been demanding how much has been contributed by the workers in a particular unit and how much has been contributed by the employer in a particular unit. We have worked out the figure. I can give one instance. In the Simpson and Co. in Madras, the contribution by the employer is equal to 50 per cent. of the contribution by the employees. So, the employer does not contribute even as much as the workers are contributing. So, contribution from the employer is reduced to the minimum. For increasing the income, which is now mentioned in Schedule I, the Central Government decided that the rate of employers' contribution be revised from 1¾ per cent to 3½ per cent. I would like to know when that is going to be enforced or whether it has been enforced. So, even in the areas where the scheme has not come into operation, that is, in the non-implemented areas, the present contribution is 3¼ per cent. and the revised contribution is going to be 1¾ per cent. To show that we are very anxious to make the employers also contribute their share, we must be able to show that this contribution takes effect soon. In places where these benefits are going to be extended to the families also, ¼th is to be contributed by the State Governments. I am subject to correction. That will be for the rest of the Plan period. Now, at least the demand which has been repeatedly put forward by the trade unions and accepted by the Government, that these benefits will have to be extended to members of families, must be enforced and implemented as soon as possible. That is the first point.

The second point is this. There were women workers who were getting maternity benefit, before they became insured workers, under the State Maternity Benefit Act. They were getting a certain amount—12 annas a day or Re. 1 a day. According to the present scheme, it is less than what they were getting from the State Government. I think a representation has been made and I believe that this matter is also going to be discussed—it was already discussed in the Consultative Committee—in the coming 16th Indian Labour Conference.

The grievance really comes in, first with regard to the hospitalisation. Then there is the reluctance of the Government or the reluctance of whichever party is concerned, to extend to the families the medical facilities offered, and then in the actual implementation itself. Many of these grievances come in in the actual implementation, because the machinery is so outmoded. We are trying to fit in the new things with the old things and things do not seem to move as rapidly as they ought to as a result of which the demands from the worker has been, "Please relieve us of this Corporation." No such demand comes so far as provident fund is concerned. Though I do not agree with that demand, there is something genuine in that demand, because, the worker argues, "I am now contributing each month Rs. 2 or Rs. 3 and I do not fall ill. There is no accident for me. I do not get any benefit at all." So, it is not like the provident fund where he contributes and knows at the end that there is some money standing at his credit. So, his reaction is quite genuine. Therefore, to take away the doubts which these workers have got, we must really streamline the scheme and make it much more efficient and see that all the facilities which are available to the workers are streamlined.

The points which the previous speaker referred to are very good points, particularly those on the question of cash payments. Formerly, the cash payment used to be a lump sum when a particular worker sustained injuries. Now, it is to be in instalments. We have no grievance about this but there is delay in payment. The worker has got to travel a long distance for collecting the money which is due to him. These are all the things which are really causing serious doubts in the minds of the workers. A concrete, specific, demand has been put forward by the trade union organisation which I represent: That demand is that the worker's contribution may be reduced to 50 per cent, because, ultimately, in a welfare State, where we are proceeding towards socialism, all the social security schemes will have to be non-contributory. We may not like the Soviet Union or China for some of their social schemes, but the fact remains that all the social security schemes are non-contributory. In China, what is done is this. I am saying what is happening in the textile industry in China. There, about 30 per cent of the wage bill is taken. If the wage bill is Rs. 3 lakhs, Rs. 1 lakh is set apart by the employer and it is put in a separate fund which will be for the purpose of meeeting any one of the risks to which the workers will be subject. So, the social security schemes ultimately will have to be non-contributory. Therefore, the workers will have to be shown that it is non-contributory. Provided our wealth, the wealth of the nation, increases, provided the production also increases and provided all the other things are equal, such non-contributory schemes will have to come into being. So, in the initial stage, at the starting point, we could at least reduce the contribution of the workers to 50 per cent.

Having said this, I do not want to go into the details of the actual working of the scheme. Although the scheme is a good one and must be encouraged, in its actual working we find it extremely difficult to convince the workers about the goodness of the scheme and the greatness of the scheme. So, this matter is to be looked into without any prejudice about parties or prejudice about the trade union affiliations. I am happy to say, as I have already stated, that this matter is going to be discussed in the coming Indian Labour Conference, and I am sure the decisions taken there will be seriously considered by the Government and by the employers.

I would like to conclude by saying that in future at least, let us have only the report of the last year, the previous year, and let us be given the budget estimate for the coming year.

Shri S. M. Banerjee (Kanpur): Shri Menon and Shri Tangamani have already referred to many things about the ESI Act. May I mention here that in 1952 when this scheme was inaugurated by our hon. Prime Minister at Kanpur I was there and then more than three lakhs of people attended the inauguration ceremony? But what happened after that? As I said in the past, we are unable to convince the worker about the utility of this scheme. In Kanpur the employers who should have played a good role in making a success of this scheme are trying to sabotage the whole scheme. I may mention for the information of the House that one of the mills in Kanpur, the Muir Mills Limited, is run by the famous Singhanias. There are about 4,000 permanent workers there. But they are unable to derive any benefit out of it, because the employer has not paid a single farthing towards this particular scheme. It is a serious problem. The workers are not getting leave; they are not getting any treatment. I would request the hon. Minister to kindly consider this point and see that the state of affairs at present obtaining in Kanpur are put a stop to. This particular mill is owned by a very big industrialist, Shri Shingania. He has got so many mills. But in this mill more than 4,000 workers are facing a serious situation. That is why I am making this fervent appeal to the hon. Minister to go to the rescue of the poor workers and see that the Kanpur workers in general, and these workers in particular, do not lose the confidence in this particular scheme, which is a step forward towards social security.

I now come to another point. Kanpur, as the hon. Minister is aware, has got the highest incidence of TB in India. But Kanpur has no TB hospital at all. There are about 15 beds in the Lala Lajpat Rai Hospital and there also it is very difficult to get any bed, unless it is recommended by the hon. Minister or the Deputy Minister or at least the Parliamentary Secretary. I cannot get it. Even a Member of Parliament is too small a man to recommend a worker to be admitted in the hospital. That is a genuine difficulty.

Shri Nanda: Who makes the recommendations?

Mr. Deputy-Speaker: The Members says that the beds are so few that for admission to those beds the highest recommendation would be required and he is too low a person.

Shri Nanda: The Minister or Parliamentary Secretary?

Shri S. M. Banerjee: I am saying this without imputing any motive.

Shri Nanda: I do not know how the Minister comes in.

Shri S. M. Banerjee: I am speaking about the State.

Mr. Deputy-Speaker: He is saying that recommendations by the highest dignitaries are required.

Shri Nanda: At the Centre?

Shri S. M. Banerjee: No, at the State. We have been pleading with them all this time. I have raised this particular question of hospitals in Kanpur many times in this House also. I have been told by the Health Minister that the UP Government has not submitted any scheme to the Centre. I do not know whether they have submitted it or not; I take it that they have not done it.

Unless there is a TB hospital in Kanpur, the workers who are suffering from this disease and their family members cannot be saved. These are no arrangements for treatment for this disease or even for Xray and things like that. There are simple TB clinics. Since these poor fellows are not able to get any treatment, they immediately go to these clinics and get a certificate that they are fit for work. Then they work for three or four months and ultimately die. Kanpur has got the highest number of TB deaths. It is regrettable state of affairs, and I can assure the hon. Minister that I am not trying to exaggerate the position. It is a grim reality which both of us should face and we should try to evolve methods by which these workers in the textile mills and jute mills are saved. There must be some provision for treatment in the hospitals. So, these hospitals are absolutely essential.

Then I come to the question of reservation of beds. In Bombay there are about 284 general beds and 250 TB beds. Some attempt is being made to reserve some beds in the various hospitals in other places. But there is no such reservation in Kanpur. There are no special arrangements in Kanpur. I know there are about three or four hospitals. But it is very difficult to get a seat in those hospitals, with the result that the dispensaries have become more or less a certificate-granting institution. A worker simply goes there to get a certificate when he is ill, and simply stays at home. He does not get any medicine except medicines from No. 1 to 10, which can cure all the diseases in the world. I have referred to it already.

Shri Narayanankutty Menon: The Minister has not heard you earlier.

Shri S. M. Banerjee: I do not want to repeat it, because the time is less. The scheme cannot be a success unless it gains the confidence of the workers. I do not doubt the good intention of the hon. Minister or the Ministry. But whether their intentions are translated into action by their officials, or by those who are responsible to run these dispensaries is a matter which requires serious investigation. I do not say they are bad and until it is investigated, I shall not impute any motives. But I have seen how the dispensaries are functioning, during the cholera epidemics of May 1957. We had to go to these dispensaries and request them at least to have a medical register. They said that it was not cholera but gastro-enteritis. I am not a doctor. I could not understand the difference between cholera and gastro-enteritis. Anyhow, I have seen people dying there and the symptoms were that of cholera. There may be some difference. But the ESI was unable to mobilise all the strength and power for 30 days. It took us 30 days to mobilise them. Then we wanted to get all sorts of cholera mixtures and when we made enquiries we found that it was cholera. They felt ashamed and then they started functioning efficiently.

So, I would request the hon. Minister to kindly see how these hospitals and dispensaries can be effectively worked. I contained some doctor and asked him why this scheme is not a success and why are they not working properly. He said that they are less paid and there is no time-limit for their work. They have to work for 12 hours. If that is the position, the services and working conditions of the doctors and compounders require investigation and revision. That should be done. That is necessary if we want efficient work, because all of them do not work with a missionary spirit. Now these men have a grouse against the whole scheme as such.

I welcomed the scheme even when the hon. Prime Minister inaugurated it. Even today I feel that this is a good scheme and it is a welcome step. But for the successfull implementation of the scheme we must view it from a different angle, from a social angle. We are now having only some—to see it in Hindi—*khanapuri.* Let us work the scheme with all the sincerity. I am sure that Shri Nanda has a heart which bleeds for the workers. This scheme can be successful only if the men at the lower formation also work well.

Then I come to the question of its extension to families.

The hon. Minister has explained to the Consultative Committee that many State Governments have agreed to this. I know, Bengal most probably has refused and will not have it. I do not know why they do not

[Shri S. M. Banerjee]

want to extend this concession to the family members of the workers. The worker can give his best for the Second Five Year Plan and can work more if his child is well and if his wife is well. He cannot possibly give his best for the Second Five Year Plan if he finds a sick child at home or a sick wife at home. It is not possible. The entire family—child, wife and himself—all should work together for the successful implementation of the Second Five-Year Plan, which is the need of the hour. So, this should be extended to the family. The State Governments must be told that they have to do it. There is no question of their having their own views about it or that they cannot provide this facility for the workers. Do you think that the capitalists, who have earned fabulous profits during the war and even after that, cannot do it? Do you think that the mill-owners of Bombay cannot have hospitals attached to the various mills? They can have it. In Kanpur, I know, Sir Padampat Singhania constructed *Kamla Retreat* by spending lakhs of rupees. Do you think he cannot construct a hospital by spending about Rs. 1 lakh? He can do it. So, either we should compel the mill-owners to start a hospital or we should ask the State Governments to come forward and support this scheme fully and extend this concession. You should see that this concession is extended to the family members also.

Then my hon. friend opposite was telling that this should be taken as a national problem. I take it as a national problem. But, what about representation? Whenever we say that the All-India Trade Union Gongress should be given some representation, the hon. Deputy Minister, who is very allergic about the AITUC, immediately says, "No".

Shri D. C. Sharma (Gurdaspur): You are not paying any compliment to him.

Shri S. M. Banerjee: I am not paying a compliment to him. I do not consider this House to be a mutual congratulatory society.

He is very allergic about it. He said that that particular organisation has not submitted its figures. When three or four times this was repeated in the Parliament, I met the AITUC officials and talked to them about this. They told me that in February, 1958, this particular report giving figures of all the unions affiliated to the AITUC was submitted. I would request the hon. Minister kindly to check it up. We want this scheme to be successful and it can only be successful, as my hon. friend opposite has correctly pointed out, if it is taken as a national problem. The representatives of All-India Trade Union Congress, Indian National Trade Union Congress, Hind Mazdoor Sabha and United Trade Union Congress have to work jointly. I do not think that about the successful working of this particular scheme there is any difference of opinion.

The Minister of Labour and Employment and Planning (Shri Nanda): May I interrupt because this may not have a direct bearing on my reply?

This is the question of information furnished by the All-India Trade Union Congress regarding their membership. Is it not? The reference is to that.

It does not help us at all if we get some total for the entire country. We have to verify it on the spot before we can accept the figures. Unless they are given industry-wise, union-wise etc., those figures are of no use at all. Therefore, it is in that sense that the hon. Deputy Minister must have given that statement.

Shri S. M. Banerjee: I may add for the information of the hon. Minister that this particular information is again being sent factory-wise.

Shrimati Renu Chakravartty (Basirhat): It has been sent.

Shri S. M. Banerjee: They have been sent in February.

Mr. Deputy-Speaker: What the hon. Minister says is that was not what was required.

Shri S. M. Banerjee: It is being sent industry-wise, mill-wise.

Shri Narayanankutty Menon: What has been sent in February is the total figure industry-wise. When the hon. Deputy Minister was confronted with the question of representation, he said 56-57 figures are not being given.

Mr. Deputy-Speaker: What was desired?

Shrimati Renu Chakravartty: Industry-wise figures are being given.

Shri Nanda: Now, they will be made use of.

Shri S. M. Banerjee: Anyhow, I am not the General Secretary of the All-India Trade Union Congress. If Shri Dange would have been here, he would have answered that. But I can add for the information of the hon. Minister that if anything was lacking it is being supplied now and very elaborately.

So, what I was saying was that the representatives of all the central trade union congresses should be taken into confidence. There may be fundamental political differences, but on these issues there should be unanimity. I may add for the information of the hon. Minister that in the 15th Labour Conference on many issues—on the issues of wage increase on the issue of reationalisation and on the issue of so many other things—there was unanimity. Today the forces of unity are much more strong than the forces of disruption. Today the trade union movement is also not the trade union consciousness in the workers but there is a national consciousness and also social consciousness, which unites them on many fundamental issues. So, I would request the hon. Minister to consider these viewpoints and appoint a committee, if possible, to go into the working of this scheme in Kanpur, Madras, Bombay and Calcutta because when I raised a question here as to whether some representations have been received from Bombay, Calcutta and Kanpur about the working of this scheme, the reply given was, "Yes, Sir". In Parliament, what is happening—I am telling you of my own experience; I am an apprentice—is that the answer to a question is either "Yes, Sir", or "No, Sir" or "Does not arise". The whole thing ends there and one cannot elicit the truth. I asked this question to elicit certain information as to what was the specific complaint or was it not a fact that some workers in Kanpur died and there was not even an enquiry. He was a poor worker and in Jajamau he was injected some medicine. Immediately after the injection, he died. I do not know what was the cause, whether the penicillin that was given good or bad. I do not say that the doctors intentionally killed him, but is it not a fact that no enquiry was held till there was a strike decision? Only after that there was some enquiry. So, I feel that the success of this scheme will depend on proper investigation of the working of the scheme and I would request the hon. Minister to appoint a committee either of this House or some official committee, with which non-officials should also be associated, so that a comprehensive report about the working of the Corporation may be laid on the Table of this House and proper discussion may take place. Then we will be able to know where we stand. I assure, on behalf of all Unions which I represent, full support to this scheme, but my only condition is, "Please see, where the shoe pinches. Why are workers going against this particular scheme, which is a scheme for social security?"

With these words, I request the hon. Minister to consider these two points. One is that 4,000 workers

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are being deprived of any benefit out of this scheme, because the famous Singhania has not paid a single farthing to this scheme.

Shri Narayanankutty Menon: That is in Kanpur alone.

Shri S. M. Banerjee: This I have mentioned for the information of the hon. Minister and I expect that he will at least investigate this.

Shri B. C. Mullick (Kendrapara—Reserved—Sch. Castes): Sir, there is no quorum.

Mr. Deputy-Speaker: I am having the bell rung. Now there is quorum.

Shri Nanda: Mr. Deputy-Speaker, Sir, I welcome very much the discussion which has just concluded. As some of the hon. Members pointed out, we are going to have a very close and careful examination of this subject at the Indian Labour Conference which is going to meet in a few days. Therefore, I do not think I am called upon to make a very elaborate reply in respect of certain points of detail, particularly, which have arisen in the course of this discussion.

It is true that this scheme, in its earlier stages, had not a very smooth progress for some time and it encountered difficulties. The persons concerned, the workers experienced difficulteis and were not satisfied with the operation of the scheme. It is not my case, therefore, that all that has been said about the scheme, the defects and shortcomings are without ground. Nor is it my case that in spite of the very large improvements that have occurred, the scheme is perfect in its operation even today. Therefore, I welcome very much any suggestions that might emanate, that have emanated from the Members here which might enable us to have a clear view of the situation, and enable us to set in motion remedial measures.

A suggestion has been made that we might have a committee of enquiry. I do not say yes or no at the moment, because I am looking forward to that enquiry—a kind of enquiry it will be—into this matter a few days hence when all of us, the employers' and workers' representatives and the Government officials concerned will be together and all these aspects of this scheme would be thoroughly gone into. If, then, it is still considered that it may be advantageous to have a committee of enquiry, I will have no objection to that. As hon. Members are aware, very often it yields quicker results if we sit across the table. If those who know intimately the conditions on either side take counsel together, it is quite possible to bring about reforms much earlier and quicker and to the satisfaction of all concerned. I suggest that course in the first instance.

I am very grateful for the offer made by the hon. Member Shri S. M. Banerjee, just now that this scheme is not a question any party assuming any special responsibility for it. It is a responsibility of all of us, because the working classes of the country are concerned. I am prepared to concede that the criticism that has been made from time to time or was made now today in this connection was not at all in a spirit of finding fault, but it was in the spirit of getting improvements, in the working of the scheme. May be, the hon. Members who spoke have not got all the facts, may be that they have not got some other part of the picture which might enable all of us to see it in the proper perspective and proper proportion. We shall, of course, have all that material available to us at the time of the discussions there and may be, it will be found that the conclusions there hold promise of a redress of all grievances reasonably and humanly speaking. Therefore, there may not be any further need for a commission, or enquiry. So far as I am concerned, I must state immediately that although I shall give certain information to the House about the improvements that have occurred, I do feel that there is room for further improvement. I shall not spare any pains, and I shall see that anything that is brought to my notice or to the notice of the Ministry from one quarter or another is looked into carefully and speedily. Of course, we might be helpless if things are stated in general terms and we are not able to locate the site of the trouble. If we are given that information, I offer to the hon. Members that every single case will be examined and either the information about the actual state of affairs will be shared with the whole House or if it is a matter of detail, with the Member concerned. That is now my general position regarding this matter.

I may say that I have, for some time past, been looking into the working of the scheme. One impression that has been created in my mind is that the officials concerned are earnestly endeavouring to set matters right, to remove shortcomings and defects and to explore all possibilities of placing the system on a better footing. That is my impression. There is earnestness and sincerity about doing their part. Also I find, after going into all the material that I have before me, that improvements have taken place over the course of these years in many directions. I would not like to take the time of the House in giving all the details, but I would just point out some of the directions in which improvements have occurred. Extended cash benefit to insured persons suffering from T.B.—the period has been extended. Payment of cash benefits by money order at the cost of the corporation. Payment of conveyance charges to insured persons who are required by the Medical Board to appear before specialists. As difficulties come to notice, steps are taken to remove the difficulties and remove the hardships that might have arisen on that account. Administrative changes have been made so that delays which occur in dealing with the claims are reduced to the minimum. As an experimental measure, contribution cards from which rates of benefit are worked out are kept in some of the local offices instead of in the regional offices. That is, one stage in the processes leading to payment is being eliminated. Extra staff has been provided. There was a particular occasion or period during which the influenza epidemic was there when the number of claims was piling up. That was a special occasion for which there were special reasons. Of course, special measures were taken to obviate delays. But delays did occur. The reasons are obvious. But, later on, normal conditions were restored. I made a special enquiry into this recently as to the present position regarding delays, and I was told that there might be an occasional complaint here and there but the volume of complaints had very much diminished, and therefore the inference is that the conditions are better. This is also the report of the various officers who are looking into the working of the system.

Provision of medical and ancillary staff in Employees' State Insurance dispensaries: one dector has been authorised for 1,750 employees as against 2,000 employees earlier under the service system; one dector has been authorised for 750 employees as against 1,000 earlier under the panel system. Microscopes and other essential equipment have been provided, i.e., wherever it was not so, and the scale of facilities has been very much improved and enlarged. Specialised service has been a feature which has developed recently. Specialists in ear, nose and throat surgery, pathology, radiology etc., have been appointed. Provision of artificial limbs to injured persons is a service which is being very much

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appreciated. Extended medical benefit to persons suffering from T.B.—I have mentioned that already.

Then, there are certain transport facilities. I am stating this because the question of transport difficulties was mentioned. I can easily appreciate this particular source of trouble and worry to a sick person, and I find the same special arrangements have been made. I see that in the report also and in the notes before me. Staff ambulance and other transport is provided, or money is paid in certain other cases, but I shall see whether this is not quite adequate and whether there is anything more which need be done and could be done. But the fact that I am emphasizing is that in this and in many other directions, wherever any difficulty was noticed for the insured persons, very serious efforts have been made to remove those difficulties. The evidence of it is the number of things which I have mentioned here—and there are more, but I know the hon. Members have read the report and they would have found concrete illustrations of what I am saying.

This is the general background, but I would like to complete this picture or background. I would like to make a reference to one other fact. Let us not forget that this system, although it made a halting start, has grown repidly after 1954-55. In 1953-54 the number of employees covered was 1,50,000. In 1954-55 it came to 6,90,000. Next year it became 10,15,000 and it has grown further.

A complaint was made regarding the inadequate provision of hospital beds, to which I will refer immediately. The number of beds required was 206 in 1953-54 which increased to 1,035 in 1954-55 and 1,523 and 1,728 in later years. That is because of the extended coverage from year to year.

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The demand on the administration naturally became very large, and it may be that in this period of rapid development of the coverage of the scheme, of the extent of its operations, the administrative system was not able to cope with it, was not able to gear itself fully in order to avoid any kind of difficulty, but the stage is coming now when the system is going to be stabilised, because in a year or so we would have brought under the system a very large part, or the bulk of the persons entitled to it or who could be brought under the system. Of course, there may be other directions in which the system may be extended, but the point is that the administration has now got experience, has now organised itself fairly well to be able to carry out these responsibilities. Therefore, whatever may have been the situation in the past, the recent improvements are an indication that the administration has acquired the capacity to discharge its responsibilities adequately. So, we can rely on the assurance that whatever can be done to set matters right will very probably be done as much as possible.

This is, as I said, the general background against which we have to see the complaints that arise and the shortcomings which are observed. As I said in the beginning, I do not make any kind of special pleading. I agree even this should not have remained, but I am only explaining how things might have happened.

There are a few other specific matter which arose in the discussion to which I might turn my attention and give brief replies.

In the matter of hospitalisation, I am in entire agreement with the view that when the workers have been making payment from their hard-earned wages, they are entitled to full satisfaction regarding both the quality of treatment and the extent of the various facilities that are being promised and to which they are entitled. I do not agree with the view, whosoever might have put it forward, that because there are also other hospitals, ordinary hospitals, which are available both to the insured persons and to the others, the responsibility of the Corporation or of the Government becomes a whit less I do not agree with that view. Maybe the explanation is that we have not been able to build because of various difficulties. Land acquisition was mentioned. Land acquisition is a difficulty. It is not being experienced only in the case of hospitals. It is being experienced in the case of the construction of big projects, for months and months. We should improve that also, but that is the fact. Very earnest endeavours are being made to quicken the pace of construction. The shortages to which the hon. Member referred are certainly there, but I tried to collect information about the precise position in this respect now and about the prospects in the near future. I find that although at the moment there is a shortage of about 1,000 beds, it is very likely that in the next year or two the various schemes which have now been worked out will be speeded up. Regarding these schemes, not only plans etc., but agreements have been made with the States regarding the basis, whether it is going to be jointly with the State, or whether it is going to be entirely by the Corporation, or whether a loan is going to be offered to the State for construction. All these things have been settled in many cases, and therefore I am sure that this programme will be speeded up. I cannot say that even in the course of the next year or two the hospital accommodation will be absolutely equal to the demand. I am not quite sure of that because of various reasons. For, there is going to be further extension of the coverage also. But I am sure, at any rate, that every possible avenue will be explored for removing this difficulty that is being experienced by the insured persons in the direction of a larger reservation of beds. But I believe, personally, that it should not be so much reservation as treatment at special hospitals when their number is large enough, or annexes or something special for them because there is a special payment being made for this facility. And I promise hon. Members that every possibility in this direction is going to be carefully looked into and taken advantage of.

Then, there were one or two other questions which were raised about the families.. It is a fact now that most of the States have agreed to extend the operation of the scheme to the families. The case of West Bengal was mentioned as a State which had not yet agreed but that does not mean that they do not want to give the benefit to the families of the workers: it only means this, that they are at the moment finding certain difficulties. Already, they are finding certain handicaps in coping with whatever commitments they have made, and whatever responsibilities they have assumed. Therefore, their point is that "Before we assume larger responsibilities, let us first be in a position to look after what we have undertaken.". Therefore, there is no question of any State not agreeing to extend the benefit to the families of the workers, because this is something which should not be largely deferred for any length of time. In Bombay, the position was that some time was being taken to settle the basis on which this would be done, that is, whether it was going to be a panel or service system. That argument took some time. And there was some delay because of the share of the States. We have agreed to suit the position of the States. They say they have not got enough resources; therefore, a larger share of their liabilities is going to be borne by the corporation and a smallar

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share by the States for the period of this Plan. Later on, the thing will be looked into. Therefore, every care is taken to see that any obstacle that stands in the way of the realisation of this demand, that the families of the insured workers also should have the benefit, is being removed.

There was a point made about the quality of the service that is being offered in the dispensaries and elsewhere. As I pointed out initially the improvements which have been effected also apply to the case of the quality of treatment in the dispensaries and in the hospitals; particularly in respect of the special drugs and medicines or the costly drugs and medicines, it has been made possible for the practitioners to give those special medicines to them, so that any particular difficulties are being removed. That is the information that I have before me.

But, as I said in the beginning, since we are going into the details of all these matters at the next Indian Labour Conference in a few days, I would rather not take up each question in detail and give all the information that I have at my disposal. But, regarding one particular thing, which may be small in a way; the hon. Member said that he was going to speak with a sense of righteous indignation. I think particularly where the interests of the sick persons are concerned, and the workers who otherwise also are not so well off in many other things are concerned, when they fall ill, then every source of livelihood is cut off from them, and, therefore, they should have quick access to such treatment as, we have all agreed to, they should have, and we have to remove whatever difficulties come in the way of securing that kind of treatment.

The hon. Member made mention of a few cases from the memoranda which have been circulated, where it has been stated:

> "In an extensive organisation like the corporation, a few complaints are likely to arise and at times get wide publicity.".

The hon. Member was particularly sore about the way in which this portion has been worded in this memoranda. I would myself also reiterate this that one is apt to just take a single case here and there and exaggerate its implications. That has to be avoided, because even in the very best and organised system, even in the best hospitals, we all know that complaints do arise, and we cannot judge from a complaint here and there that this is the way in which the whole system or the whole organisation or establishment is functioning. But I do agree with the hon. Member that that was not a very happy way of putting it, and I do not like it, that is, the expression 'illiterate', and I shall see to it that the expression at any rate is improved. although with the substance of it I agree. I do not like the word 'illiterate' being there, but if they are illiterate, whose fault is it that they are illiterate?

Now, there are one or two other small matters. One is the question of co-ordination between the States and the Centre. That is being looked into. Whenever any question arises where the State and the Centre and the corporation do not agree, steps are taken to examine the various aspects which are exercising the minds of one party or the other. So far, our experience is that we are able to reach agreements, and, therefore, I do not see that we can make much of a complaint on the score of lack of co-ordination.

It may be that the States themselves have their difficulties; they have. When we extend a big scheme in a place where there may not be enough accommodation immediately, it takes time to construct new places and to make arrangements for accommodation and for new staff and various other things. If there is any difficulty, it is very much more because of these concrete difficulties which the

States are facing than out of any kind of disposition to set at nought the intentions of the corporation or the purposes of the scheme. I am saying this after having looked into the various questions that have arisen from time to time between the States and the Centre. But I do agree that even when a system is set right, everything may not necessarily be functioning very well; in human things, it is possible for conditions to deteriorate. Therefore, the call for vigilance is welcome. I think we have to make full, proper, adequate and effective arrangements with the help and co-operation of the workers, their representatives and others to see that wherever anything occurs which is not fully satisfactory or wherever anything develops which may be a sign of deterioration, we should take immediate notice of it, there should be no complacency about it, and every single case that comes up should be investigated and action should be taken. The plea that a few cases are not representative of the condition of the entire system is one thing. But that is not an excuse for not attending even to those few cases, even though they may be in the remotest part of the country. Personally, I want to take upon myself this responsibility. When any hon. Member who finds anywhere in the country anything which he thinks is sub-standard or does not come up to the expected standards and calls for action or inquiry, we shall be only too ready to look into that and take remedial action as early as possible.

Finally, I shall refer to one or two individual matters which were raised. An Hon. Member referred to the Muir Mills.

Mr. Chairman: The hon. Minister might refer to them briefly.

Shri Nanda: I thought that unless I referred to it, the hon. Member who alluded to it would not feel comfortable. Regarding that particular mill about which he gave us information that for such a long period the workers have had no benefits from such a or good employer—he is withholding all that—our information is that now a way has been found to get details of the contributory record in a special form and the payments are now being made. So that thing has started.

There are a few more details regarding which I would like to impart information to the hon. Member later on.

Shri S. M. Banerjee: I would like to know whether the Corporation has in view the case of TB hospitals and the provision of some beds in Kanpur.

Shri Nanda: Yes. I thought I might not take up the time of the House in giving all the detailed information about the programmes concerning the setting up of new beds in hospitals for TB cases and general cases. But as I said a while ago, I feel as keenly as anybody else that the very best effort has to be made to see that hospitalisation is secured and made available to the workers to the utmost possible extent, particularly in TB cases. That is what we have programmed and that is what we are going to try to do.

Shri Narayanankutty Menon: We are very happy that the criticism made from this side regarding the working of the Corporation is taken in the right spirit by the hon. Minister. I wish only to make two points clear.

I took objection to the wording of the memorandum—both the wording and the approach behind it. If at all some criticisms are made, it should not be thought that these criticisms come in the Press because the workers have got access to the Press easily, and the criticisms are not genuine. I only asserted that these criticisms, apart from the approach, should be genuinely looked into and some remedies found out.

Secondly, what I said regarding the States was not that there was something seriously wrong and that the States were coming in the way of the

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implementation of the scheme. Rightly or wrongly, there is a feeling in the States—I say this from actual experience—about the Employees' State Insurance Scheme that this has got nothing directly to do with them; it is implemented by some corporation and the Central Government. Therefore, the proper co-operation which ought to be there is not there. I wanted to impress on the Minister that there should be such a realisation on the part of the States also that it is equally their responsibility—as it is of the Corporation and the Central Government—to implement the scheme and make it a success.

WORKING CONDITIONS IN MINES

Dr. Ram Subhag Singh (Sasaram): I gave notice of this for discussion due to the recent disaster at Chinakuri and the Central Bhowrah coal mines owing to explosion and inundation respectively. You know that about 180 miners were burnt alive in Chinakuri coal mine on the 19th February due to explosion.

Mr. Chairman: Before the hon. Member proceeds further, I would request those hon. Members who wish to take part in the discussion to send me their names so that I could allot time. Two hours are allotted for this discussion.

Dr. Ram Subhag Singh: So far it has not been possible for the inquiring officers to find out the cause of explosion in Chinakuri coal mine. It was perhaps due to that accident that the Central Bhowrah colliery also got inundated as a result of which 23 miners were drowned.

Work in the mining industry, particularly coal mining industry, is very hazardous and dangerous. It requires a lot of skill to do coal-cutting work. Though the coal miners are illiterate, it is necessary for them to understand the technique of working an underground coal mine.

The coal industry is in existence for the last 125 years and the coal output is gradually going up. During 1957, the coal output went up by 4 million tons. Though the target is to increase coal output by 10 million tons during the Second Five Year Plan period, it is not impossible of achievement. It can be easily achieved. But though there has been progress in our achievement in this direction, it has not been possible for Government to make proportionate progress in the promotion of safety in coal mines. It may be due to various reasons. It is primarily because of the lack of scientific skill among our workers. This is indicated by the fact that the number of violent explosions is increasing in our coal mines, as is evident from the recent explosions in Amlabad and inundation in Newton Chikli and Bara Dhemo. In Bara Dhemo, about 24 miners were drowned in 1956 and in Newton Chikli about 63 were drowned in 1955. In Amlabad, 52 persons were burnt alive due to explosion.

All these explosions present a challenging problem before the Government, the coal miners as well as the coal mine owners. It is high time that every section, the coal miners, the coal mine owners and Government, arranged to meet this challenge. This challenge can be met only when effective steps are devised for minimising the number of mine accidents in the country.

It may be said that the number of mine accidents in India, compared to other countries, is much less. In India, the number is 0·96 per thousand coal miners employed in the industry. In the UK, it is 0·61 per thousand men years of 300 days. In USA, it is 2·48 per thousand men years of 2400 hours. In France, it is 0·88. So far as statistics go, the number is less in India, but when we take into account the number of violent explosions, it is much more and the number of deaths also is much more, particularly in the Bengal and Bihar sections where about 80 per cent of coal mine work is done. The number of deaths in 1954 was 93 per thousand; it increased to 138 in 1955.

In Raniganj, it was about 77 and it increased to 97 in 1955.

In this way, I daresay that though the number of coal mine accidents in India is much smaller as compared to UK, USA and France, the number of accidents in Jharia and Raniganj coal fields is much more and the number of deaths also has increased in a very rapid way.

So it is high time that we evolved some ways and means for fighting this challenge. This can be done only in this way; that is, by not only educating the workers but also increasing our apparatus and strengthening our apparatus. We are having the Mine Inspectorate and they carry on inspection work etc. But, I am not sure whether all the mines are properly inspected every year. I had learnt that there are several mines in Raniganj and Jharia areas which have not been inspected, though it is necessary that they should be inspected at least twice a year and should be inspected very thoroughly by the Inspectors. The Inspectors who go there should meet all the workers, at least such of the workers as are anxious to tell them how safety measures can be promoted in the mines. They should also encourage other persons who are interested in mining work to tell them how the safety measures can be promoted. But this has not been done so far. Therefore, this is also a cause of mine accidents because the miners do not know which mine is a gassy mine. They also do not know what sort of water is there; what layer of iron or stone is there. Therefore, it is absolutely necessary that they should be trained.

It is not possible to train all the miners; but they can surely be made to attend refresher courses and somebody who is an expert in the line can explain in simple language how the miners should work in the mines. Besides, they can be shown films and slides etc. to understand the safety measures. All these things are not done at present. Therefore, most of the miners who work in the coal mines get involved and they are unable to come out.

As you know, in Bara Dhemo about 17 miners came out after about a fortnight and some of them were saved. People thought that they might not be alive. So, the rescue work was not going on properly. I do not mean to say that there was any lack of enthusiasm on the part of the organisation to save their lives. But, there was a feeling that the persons who got drowned might not be alive and, therefore, they did not think it proper; or, it was not possible to bring them out.

Besides, our scientific apparatus and sections should also be developed because miners generally do not know how depillaring work can be done or how showing operations have to be carried out. In all these things, they should be given at least some general training. It is not possible for a miner to understand the techniques of everything but efforts should be made to make him understand something of all these methods. Due to coal dust also gas accumulates and explosions occur. These can be saved if they are explained in a scientific way to these miners.

Our coal mines are not operated on a scientific basis. This is also due to our inspection work. Our Inspectorate staff go to inspect the coal mines; and I am not sure how they fail to report that a certain mine is not workable. A sort of impression is created and it so happens that after some time the mine collapses and some people are killed there. If there is proper and thorough inspection and everything is explained to the workers and the management, then there may not be much room left for such accidents. Whatever report they make should be published. It may be published in a few paragraphs; and it should be given to the unions and to the management; or, it may be put on the notice board, so that the miners may understand what is going to be their fate in that particular mine.

Besides this, the scientific section should also study the causes of past accidents. They should know what were the causes of the Newton Chikli

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accident or the Chinakuri accident or the Central Bhowra colliery accident. If those causes can be analysed properly and explained to other miners, then, they will be able to understand the fate of the mines which are in operation at present.

Our tendency is that whenever an accident occurs, we appoint a court of enquiry and they make a report. Until and unless another accident takes place we virtually become complacent. This sort of spirit should not prevail amongst us. Whatever report is given by any court of enquiry which is set up by Government, should be properly implemented. I find that there are many reports and they have made very good recommendations. But, all those recommendations have not been given effect to. That is a serious thing. After having incurred so much of expenditure in setting up the court of enquiry and publishing its report, if those recommendations are not implemented, then, it becomes virtually useless to appoint any court of enquiry.

The workers also should take some interest in understanding all the processes. They should go and learn from their supervisors or from the Inspectorate or whoever may be—other experts—how they can save themselves when they get involved in accidents.

Sometimes I find that there is not adequate staff in our Inspectorate. The staff is not sufficiently large and it is not possible for them to inspect all the mines properly. Government should see that their number is increased if they feel that the number is not adequate. The Government should see that the Inspectorate is increased not only in number but also that their quality is improved, their quality of work and inspection.

Sometimes serious complaints are made against them. Those complaints should also be properly enquired into by Government.

If the Government embarks upon any programme of promoting safety measures, they should also meet the workers' demand that there should be some sort of Safety Promotion Committee—on a national scale or on a colliery scale—in which all sides are represented, the Government Inspectorate, the mine owners and the workers. If we encourage such committees, then, the workers and unions will start taking interest in mine safety work and they will see that no worker goes underground unless and until he gets some training in safety measures. Government should impress upon the owners that they should provide good equipment to the workers such as hats and boots.

So far, all the workers are not having proper uniform. I admit that it is quite expensive. But, they should be provided with proper uniform and given proper protection if they are made to work in the coal mines.

If the Government promotes the formation of the Safety Committee and giving proper training to the workers and impress upon the owners the necessity to give uniform etc. and to open a number of scientific research sections also, the number of accidents will decrease.

Shri Nath Pai (Rajapur): Sir, in reply to a question in this House, it was once said that the total number of accidents in the mines from the 1st of January to 20th February, 1958 was 6,175, in coal mines and out of these 662 were deaths and 548 were seriously injured. Dr. Ram Subhag Singh has drawn the attention of the House to the serious accidents at Chinakuri. It is only when such a national tragedy befalls that we are reminded that there is such a section of national life as the coal industry which makes it possible for many other sectors of our life to function. There is hardly any industry in which there is so much of peril attached to ordinary life. Work in the mines is very unpleasant and very hard and often is charged with imminent danger to life. I do not know if in our country everything is being done to make the work as little unpleasant as possible and to reduce the risk and peril to life to the irreducible minimum. I have with me the report of the Inspector of Mines for 1955. Unfortunately the more recent reports are not yet available to this House. The Inspector informs us that in 1955 the fatal accidents in coal mines in India were 215, serious 2,780, the number of miners killed 309 and seriously injured 2,880. That means that for every working day in the mines in India there is at least one less. That means that on every working day there are six fatal injuries. This is on every single day we operate our mines.

Dr. Ram Subhag Singh has been generous enough in telling this House that the number of accidents in this country is comparatively smaller than other countries. This is one of the few matters in which we can dare compare ourselves with other countries. But if we go a bit deeper beyond the facade of these figures, we find there is no reason for satisfaction or self-complacency. Accidents take place in such highly industrialised countries as Germany—Ruhr—, Britain or Belgium. It has been established that they are due to what is called something that is beyond human control. All that man can do has been done and there is a factor in all these operations which is beyond the provisions of reasonable foresight. But in our country—it is where the comparisons become fallacious—it is failure to do what could have been done that results in accidents and brings about the tragedy. I will substantiate my point by quoting the report of the Inspector of Mines himself. After giving us a little information about the accident in Kalimati colliery, on page 33, this is what he says:

> "It may, however, be noted that no artificial supports in the shape of props, cogs or packwalls were built to hold the roof weight during the reduction of stooks and pillars, in the underground workings. In contravention of the Indian Coal Mines Regulation 67, the roof and sides of the working places had not been made and kept secure and in contravention of the Indian Coal Mines Regulation 146, the owner, the manager and the underground sirdar omitted to set artificial supports for the safety of the mine and the persons employed therein."

This is what he says on page 33 of his report. This is the story repeated in every accident. In India it was failure to do what ought to have been done and what could have been done and what they were enjoined upon to do that caused the accident. Then there is another accident. Burradhemo colliery.

> "On 8th September, 1955 Birbal Manjhi, the sirdar, inspected this place and found it insecure. He did not take any step to secure the roof nor erected any fences to prevent entrance into this place. The manager and the overman Bhola Kahar did not inspect this place from 6th September, 1953 to 8th September, 1953. At about 9 A.M. on 9th September 1955, six stone cutters belonging to the gang of Nanku Mahato entered No. 20 raise gallery. Four of them started keeping their working tools a little inbye of the junction in No. 20 rise gallery.... Four of them who were keeping their tools were buried under the fall. One was slightly injured and the sixth escaped unhurt."

I do not want to take the time of the House by quoting this report. They are available for everybody. What we have to submit is that it was mainly the failure to observe the law of the country—the law is there—that caused the tragedy. When shall we succeed in convincing the management of collieries in this country that human life is far more precious? We need coal and it is needed for the development of the country. It is costly. I thought that we could also believe that human life was more precious. Should not such precautions be taken as have been provided which science has made available? How many mine-owners

[Shri Nath Pai]

and managers of mines in this country have ensured this? So far as law is concerned, we have statutes bristling with law that can be models for every other country. There is nothing lacking with the law of the country. It is the failure to enforce this law which is the cause of the tragedy. When the tragedy comes, they are reminded that there was the law to prevent it. It was there. But the mine-owners did not do anything. How can they then escape? I would like to point out what is happening in this regard.

Prosecutions are instituted but they come a bit too late after the tragedy has occurred. During the year 301 prosecutions were instituted as compared to 275 prosecutions in 1954. That is the statement made. There is an element of glee that we are instituting more proceedings in the year following than the previous year. I would have liked to have been in a position to congratulate on being told that the number of prosecutions are falling because the law is being enforced and mines are regularly being inspected and whichever defects are noticed are immediately removed. That does not happen.

I have cited a few cases here in substantiation of my main point. I will now be telling how great is the part and how vitally important is the role of mines and how these accidents in the coal mines affect the life of the country. What has it to do with the industry, the family of the miner and the community of the miners. It is not my practice normally to go on quoting *in extenso* but this is a subject in which we are often accused of taking a partisan view or talking from emotion and that is why I would quote cold facts. In anticipation of any such possible charge I will be relying on some good material. The report I am using for the benefit of the two Ministers who happen to be present is the Sixth Report of the International Labour Organisation Special Safety Committee on Coal Mines which met at Istanbul.

On page 18, it says:

> "With regard to non-material injuries, it should be remembered that human life and the health are priceless. The pain and sorrow which the members of a miner's family suffer when he dies as the result of an accident need no emphasis. The same may be said of the sufferings endured by the miner himself as the result of a more or less severe accident which often leaves him disfigured. Everyone knows the difficulty of regarding a mine worker who has been the victim of a severe accident and who often loses all his enjoyment of life by losing all confidence in his usefulness. It is not surprising therefore that he sometimes suffers from temperamental troubles which the members of his family are the first to suffer from also."

A variety of factors are introduced in the life of the community.

> "Experience shows, further, that fatal and severe accidents have a demoralising effect on the victim's fellow workers."

One single accident in a mine-what happens? The miner will feel that he does not know what will happen to him when he enters the dark womb of the earth in the service of society. Every moment the element of danger is present in the mine. He expects it. We all owe it to him that we reduce this to the irreducible minimum. It is here that the approach of the Indian mining comes. I have already knocked out the bottom of the argument that statistical percentages which I also know by heart in India are less. I say that those accidents which occur in India can be prevented by the adoption of the necessary measures which again are not going to entail very heavy expenditure. Some of the measures are very easy to adopt in the cases which I have referred to. It says further:

> "Finally the high number of accidents in coal mines which,

> owing to the atmosphere of drama which sometimes surrounds them, make a specially strong impression on the mind, tends to increase the dislike for the mining profession, which is already disagreeable enough in itself...It will be recognised that the difficulties which certain countries meet with in recruiting young mineworkers are closely bound up with the accident risks to which mineworkers are still exposed."

We do not encounter these difficulties in our country because of the vast unemployment in this country. A man will be prepared to take any work. But as the country progresses, unless we improve the conditions and remove these dangers, we may also be confronted with a similar problem which other developed countries are facing today. Today there is no dearth of miners for the simple reason that people will take any job in this country rather than die of starvation but that is no justification for continuing these conditions; we cannot do so because we get as many recruits as we want.

This is, Sir, what happens to productivity. It is said here:

> "But the price paid in pain and non-material injuries is not all. The result of the accident is a lowering, sometimes permanently, of the standard of living of the worker and his family. This is not only true in regard to the widows and orphans of miners who have died as a result of an accident, but also in cases of non-fatal accidents causing permanent or temporary total or partial disability. Even the best compensation......"

And, in India, we know how poor is the compensation.

> "....when there is an appropriate compulsory or voluntary accident compensation scheme—can do no more than reduce the loss of earnings; it cannot replace the remuneration."

Further, Sir, it is pointed out how the society suffers if these accidents go on recurring in a given district, as has been happening in Bihar and West Bengal. It is said:

> "With regard to the last point, the assertion that accidents involve a decrease in productivity is proved by the facts: an enquiry carried out between October 1946 and September 1949 in a coal mine in the United Kingdom which employs 2,000 mine-workers, established the fact that an increase in the frequency of accidents was followed by a decrease in productivity."

This happens in India too. So, from every point of view it is necessary that all that human care, human ingenuity, human skill can do is done, all precautions taken to reduce the number of accidents in this country.

The hon. Labour Minister who takes, I think, on a personal basis very keen interest, will be perhaps right in saying that we only criticise and have nothing concrete to offer. So in my concluding remarks I should like to make some concrete proposals for the prevention of such national tragedy. Here again, Sir, I will be basing my suggestions on knowledge which has been collated from the experience of other countries and, in the collation of this knowledge it was not the work of a few professors, the labour of some high-brows sitting in an ivory tower; this knowledge has been culled together by paying the highest price that man can pay—human tragedy and suffering. After paying this price some experience has been culled to prevent such tragedies befalling other miners in other countries. It is said here:

> "With the growing volume and increasing complexity of mining, it has been considered necessary to appoint to the management or supervisory staff in every mine, a qualified person who is employed exclusively and full time on accident prevention questions."

[Shri Nath Pai]

How many mines in India can boast of having an officer exclusively devoted to the task of seeing that all that can be done to prevent accidents from taking place has been done? Of course, every mine in India can boast that they have a security officer. For what? For preventing agitators from coming to the mines. And, what do these agitators do? These agitators often awaken the miners of their rights. To prevent them we have enough officers, but an officer who can prevent a tragedy from taking place not many mines in India can, I think, boast of. This is another suggestion.

If we can take this step, there is one concrete proposal which we can make, which Dr. Ram Subhag Singh in an embryo form submitted to the House. Why not make the labour themselves responsible for the safety in the mines? We have an expert who will give advice in regard to the security of mines. Will they do it? We always hear of labour participation. I should like to know from the hon. Minister's reply in how many mines, in how many districts in this country labour representation has been given in the adoption of measures for the prevention of accidents in the mines. It is said here:

> "If the active co-operation of the mineworkers in this work of prevention is considered to be one of the fundamental factors for progress in this field, it should then logically be agreed that workers should take part in the organisation of industrial safety at the mine. This has been done in various coal-producing countries, though by very different methods."

How happy I would have been to know that India is one of those countries. Then it goes on to say:

> "We are not thinking of the workmen's inspectors mentioned in Chapter III, for the principal object of their appointment is that they should assist the mines service—obviously in the interest of the miners—in supervising the enforcement of the statutory safety prescriptions."

Let us have this system. Let us have these experts exclusively charged with the task of seeing that the security measures, the security laws of the country are strictly enforced in the mines. Then, let us see that the unions are adequately represented in a body of security in which the management, Government and the miners are adequately represented. I think, Sir, if we do this we will be having a new chapter.

Already we are claiming that the statistics show that the percentage per man-hour-work for accidents in India is smaller than in some other countries. Let not an impression be given to the House that it is the smallest in the world; it is comparatively smaller than a few other countries. There are a few countries in which the percentage is higher. But if we take these steps always remembering that a miner is more important, more precious than coal and the mine, then we can reduce this.

I, therefore, suggest another method —this is, of course, the word not of mine but of some experts:

> "The pit safety committee includes the spokesmen for auto-protection, the official in charge of safety, the safety deputy, one or two members of the works council and the representatives of the management who are responsible for accident prevention."

I hope he will give due consideration to this proposal.

Then there is another method that is proposed:

> "Another method is to glean all possible knowledge from those which occur in order to avoid their recurrence."

As Dr. Ram Subhag Singh said,—I would like to quote him—we institute an enquiry committee, the committee is appointed, the report is prepared, and that report goes on collecting dust in some pigeon-hole in some office. We want to see that the experience culled from this enquiry, the experience for which some lives were lost, is applied so that there is no recurrence of these tragedies. This knowledge should be made available to the miners, to the mine union so that they may spread it.

Sir, there are a variety of suggestions. I do not want to take more time in this. It is said: "Every mine should have available for this purpose a first aid and rescue organisation". This is a practical suggestion. I have already said about the safety lamps. It think it can be increased in future. I do not want to refer to it *in extenso*, because their number has been increasing gradually. But, wherever safety lamps can be used, they should be used.

There are some other minor suggestions. I am making these suggestions today, because the stock argument of the Treasury Benches has been that we are negative in our criticism and that we have nothing concrete to propose. In order to meet this charge, I want to show that we can make concrete proposals, but the question is whether you are prepared to act upon them.

Mr. Chairman: Are those suggestions in the report itself?

Shri Nath Pai: They are not in the report of this Government. This is the collective word of international bodies. As I have already said, one suggestion is that every mine should have available for this purpose a first aid and rescue organisation. I do not know if the Mine Inspector is having this. How many of our mines can say that at every mine head we have this; and if it is there, whether it is adequately equipped. We do not want those bogus things. In India we have many things which exist in paper. You may say that first aid organisations do exist, but they simply do not have the elementary things which they are supposed to have. I do not want a reply that 93 per cent of the mines in India have got safety facilities. I want a satisfactory answer that they do have the basic first aid material and equipment which alone can be of use in an emergency. It is said here:

> "The importance of such an organisation is often a deciding factor in the fate of the victims. It is only possible to mention this question in passing...."

That is what the report also does.

Sir, there are a variety of other things which can be suggested. I will be concluding by saying that the hon. Shri Nanda, perhaps, could have all these proposals. Apart from the provisions of the special bodies in which miners also are adequately represented, apart from the appointments, there are such things as training, as propaganda, in which again the miners can play a vital role. Nothing by way of training is done in India. A mine worker knows only one thing. He goes blindly saying: "I am doing something which I must do even though it is risky". Sir, if only we take precautions for training him, if only good propaganda is carried on among the miners about all the elementary precautions which he can adopt—he is illiterate, we know that; but he can know one thing which does not require literacy and that is the necessary precaution for the prevention of accident to one's life—then we can improve the situation. And the Indian miner is likely to be co-operative as the miner in any other country. Vocational training could be given, propaganda can be carried on. I have proposed some. I want to say in conclusion, though it may look, like repetition, that the accidents that take place in India cast a serious doubt as to the seriousness with which life is taken in this country. I do not want to be given any statistics in reply to my basic suggestion.

[Shri Nath Pal]

We will be satisfied only when the number of such accidents which are preventable by the minimum of human care and precautions, is reduced in India.

Shri Nanda: The maximum care.

Shri Nath Pal: I am thankful. The number of accidents, with the maximum of human care, is to be reduced to the irreducible minimum. I think we will be advancing from today's position. The number of accidents in India statistically, today, is smaller than in any other country, but human suffering also, in terms of numbers, should be reduced.

Shri Panigrahi (Puri): Next to railways the biggest public employment sector is the mines. According to the report of the Chief Inspector of Mines in India for the year 1955—the latest report available is the one for 1955—it is learnt that in the mining industry more than half a million workers were employed in 1955, and it includes coalmines also. The number of men employed in the coal mines is more than three lakhs. So, naturally, two-thirds of the total employment in the mining sector belongs to the coal mining industry.

In the report of the Chief Inspector of Mines, they have analysed the causes of the accidents in the different mines. According to this analysis, among the major coal fields, the Jharia coal field recorded an increase in the number of accidental deaths, from 93 in 1954 to 138 in 1955. So far as other mines are concerned, it is said that the copper mines normally have a high accident rate reported an increase in the number of fatal as well as non-fatal serious accidents. They have also analysed the accidents and have fixed responsibilities for them. They have said that the number of accidents due to misadventure is 50·9 per cent. and the number of accidents due to fault of management is 13·6 per cent. The number of accidents due to the fault of subordinates and due to the fault of supervisory staff is 19·4 per cent. The number of accidents due to the fault of co-workers and the fault of others comes to a total of 15·11 per cent. It shows that due to misadventure the number of accidents is greater. With the fault of management taken together, the number of accidents comes to more than 70 per cent of the total number of accidents in the mining industry.

Then the causes of accidents have been analysed, in another category. After fixing the responsibility, they have analysed the causes of accidents. The number of accidents due to falls in the roof is 87; due to falls of sites, 43; electricity, 9; explosives, 12; explosion, 1.

If we analyse the causes of these accidents, I think we can come to the conclusion that most of these accidents are preventable or are avoidable. It is because sufficient precautions have not been taken or sufficient inspection has not been made in those mines that those preventable accidents have occurred. I do not want to compare the statistics of accidents here with those prevailing in foreign countries. It is because the conditions in the mines in India, are really the worst. They need improvement. So, there is no point in comparing the accidents that occur in foreign countries with those occurring in India. During the last half a century, two-thirds of the mining industry has been engaged in coal, and during these long years, most of the coal mineowners have been working their mines without taking recourse to any scientific method of working or without introducing any improved method of working in their mines. Therefore, I do not want to keep my eye on the foreign countries. I would like to confine myself to the causes of accidents and suggestions, if possible, to avoid these accidents in India, because the conditions in the Indian mines are quite peculiar to India and they need a lot of improvement.

Sir, during recent years, a number of suggestions and recommendations have been made on this subject of avoidance of accidents in mines, mostly in coal mines. One need not go to seek the reason for accidents in the mines. The different committees appointed by the Government of India have enquired into the conditions of coal mines, particularly in the West Bengal and Bihar coal fields and have made sufficient recommendations. I think there is nothing new to add to those recommendations. They are very clear in their observations that the conditions in the mines today are really most primitive. According to the report of the Chief Inspector of Mines for the year 1955, the number of coal mines coming under the Mines Act was 853. Out of this 853 coal mines, 369 coal mines were being worked by using the most primitive methods of working. They have never introduced any scientific method of working in those coal mines. In the majority of cases in those coal mines the sole object of the mine-owners has remained all these years to get as greater a profit as possible with as little expenditure as possible. Therefore, the conditions in the mines remain really pitiable, and most of the accidents occur in these mines due to the bad working conditions.

Sand-stowing is being recognied as an essential feature of the improved technique in mining today. I am glad to find that according to the recommendations of the different committees appointed by the Government of India to enquire into conditions of the coal mines, recently the Government of India have decided to allow more money to these coal mine-owners for undertaking sand-stowing in those mines. According to the report, the sand-stowing work increased from 61 mines to 67 mines in the year 1956-57. But there is one difficulty, the difficulty of supplying sand to the required quantity of the coal mine-owners. So that difficulty is there. I think the Government and the Coal Board are also proposing to take up some measures for supplying the required quantity of send to the coal mine-owners for carrying out the sand-stowing measure. But in fact, some hon. Members have in recent days expressed some doubts with regard to the efficacy of the sand-stowing measure, so far as it helps in avoiding accidents in mines. Some say that after sand-stowing is done, shrinkage of sand occurs and as a result of the shrinkage of sand the roof sometimes falls. When we are undertaking more and more sand-stowing works in the coal mines to prevent accidents, it is very necessary that this allegation must be enquired and closely looked into.

16 hrs.

The inspection of electric apparatus in many of the mines is not properly done by the Electrical Inspector. It is quite obvious that all parts of an electric apparatus need to be covered, so that there cannot be any open sparks underneath the coalmines. So far as the different enquiries into the accidents in the coalmines are concerned, they say that in many of the mines the mine-onwers have not complied with this provision, which is in the Act itself. Again, sometimes due to break-down in the aerial ropeways in the coalmines, sand-stowing lags behind extraction of coal. So, the coal mine owners extract coal without thinking of undertaking the sand-stowing measure, as a result of which sometimes the roof falls.

So far as supervision by the management is concerned, in many of the mines no proper supervision is made and the supervision is lax in many of the mines. There is also lack of supervision on the part of the supervisory staff of the Department of Mines working in the Inspectorate of Mines. Particularly in the case of gassy mines, inspection ought to be more frequent, more effective and more rigid. In some of the mines there are electric haulage machines which are non-flame proof. According to the provisions of the Mines Act the electric haulage engines

[Shri Panigrahi]

should be flame-proof and if they are to be flame-proof, they must be properly covered and maintained. But in many of the mines the electric haulage engines are kept non-flame proof. This also causes accidents in many of the mines today.

The Chief Inspector of Mines maintains a list of those mines which are gassy and it is required that those mines which are gassy in nature should be inspected very frequently. But in spite of the maintenance of this list with the Chief Mining Inspector, there is laxity in the inspection of gassy mines frequently.

Then, in many of the mines ventilation is completely lacking and timbering, which is required for roofing is not systematic in a majority of the mines. Then, in mines attempts are being made to get coal as easily as possible. Therefore, the coal mine owners undertake extraction of coal from those dangerous parts of the coalmines by employing cheap labour. Attempts should be made to resist this activity on the part of the coal mine owners for increasing their profits by employing cheap labour in extracting coal from dangerous parts of the coal mines.

If you go through the different provisions in the Indian Coal Mines Regulation of 1926, you will find that sufficient attempts have been made to provide checks for preventing accidents in mines. I will specially refer to rules 72, 73, 70(b) (1), 77(4), 11(a) (c), 121, 122(2), 126, 127(e) and 134. All these rules are being violated with a vengeance by the coal mining interests in many mines. And this is happening because of lack of proper and rigid supervision by the Mining Inspector.

Mr. Chairman: At this stage I want to ascertain from the hon. Minister how much time he would like to take.

Shri Nanda: I suppose we will adjourn at 5 o'clock.

Mr. Chairman: We are sitting up to 5·15.

Shri Nanda: I will take the last half an hour or so.

Shri Panigrahi: In this connection, I would refer to three or four of these rules, which need modification. Rule 121 provides that an adequate amount of ventilation shall be constantly produced for avoiding accidents and for providing ventilation. I think this rule 121 needs modification. What is "adequate amount" of ventilation in the mines? I would like to know what is the amount of cubic feet of intake air that is required for providing adequate ventilation in a mine which is gasy.

16·08 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

It differs. It requires periodical measurement of the air. So, proper checking must be undertaken. But such periodical measurement and such periodical check, as provided for in rule 121, is not implemented.

Then I refer to rule 116(a) (c) which provides for shot-firing for extraction of coal in the mines under certain conditions. But in a number of cases these conditions are violated. Violating these conditions, the mine owners take recourse to solid blasting in place of the recommended process of blasting under rule 116(a) (c).

Rule 134 provides that every person, after passing through a door in the coal mine, shall at once close it. But in many of the enquiries made into the accidents in the coal mines attempts were made to fix the responsibility on the man who did not close the door. But nobody could be found out, because the provision is very broad in nature. It says that every person, after passing through a door in a coal, mine, shall close it at once. I think this needs modification. A specific provision should be made for the appointment of door attendants to attend to opening and closing of doors, because failure to do this may lead to derangement of ventilation in the mines. So, this thing should be taken into consideration.

Daily personal supervision of mines by the managers is lacking in many of the mines. When accidents take place in a certain mine, the manager is not in a position to say whether the mine was visited the same morning or two hours before the accident occurred. So, a specific provision should be made that records should be maintained in proper places and in the records should be noted the time when the mine was visited by the manager himself so that responsibility can be fixed as to whether the mine was really visited before the accident occurred.

In order to strengthen further the provisions of rule 25, I would suggest that a certain further provision may also be added to make the provision more binding and more effective. It can be added, as I suggest that no mine shall be worked unless daily personal supervision in respect of the working is exercised by the manager and during the period of his absence by somebody who is authorised by the manager to do that work. Unless that is done if the manager is absent and nobody is responsible and the mine is not inspected, nobody can say what was the condition previous to the accident.

Specific provision should also be made—it is not there in the regulations—for fixing the minimum qualifications for a person to be appointed as an under-ground sardar, an in-charge man, an overman or a munshi. Anybody can be appointed as a munshi or an under-ground sardar if he could pay some baksheesh or some tips to the manager of the mine. Many of the responsibilities rest with the underground sardar, so naturally minimum qualifications that he should be a matriculate or something like that should be fixed for such a person who really holds an important place in the mines so far as accident or prevention of accidents are concerned.

I would also suggest that a labour representative should be given power or responsibility to inspect the mine with the labourers so that he will be in a position to give advice to the manager of the mine or to the Chief Mining Inspector with regard to the conditions prevailing in the mines. That will be helping the labour to participate in efficient management of the mines and also in preventing the accidents in mines. That way they will also feel confident that their opinion is being taken into consideration.

So far as inspection of the mines is concerned, many of the enquiry reports suggest that they are mostly irregular. There is no co-ordination between the Electrical Inspector, who inspects the electrical apparatus fitted in the mines, and the Chief Mining Inspector, who inspects other aspects of the mine. There must be co-ordination between the Chief Mining Inspector and the Electrical Inspector, who is in charge of inspecting the electrical apparatus equipped in the mines.

Mr. Deputy-Speaker: The hon. Member has been speaking for 25 minutes now.

Shri Panigrahi: I will take another five minutes.

Shri Nanda: He is right. There are many more leaves to be turned over.

Shri Panigrahi: The hon. Minister wants only 30 minutes.

Mr. Deputy-Speaker: I do not know if any other hon. Member wants to speak.

Shri Panigrahi: Only two hon. Members stood up initially. I will conclude within five minutes.

I would also suggest that provision may be made in the Mines Act making it obligatory upon the Mines Inspectorate to inspect every mine at freqent intervals. The intervals may be fixed. It may be within a month or it may be within two months. In the case of mines which are gassy the interval may be more frequent. That should be decided in consultation with the Chief Mining Inspector. That will help in avoiding accidents which are really preventable in many cases.

[Shri Panigrahi]

I would just like to add three or four suggestions. One of them is that it is our part to educate the miners so far as safety in mines is concerned. Many of our mine workers are really not educated so far as safety measures in mines are concerned. So, it will be a duty on our part, on the part of the Government to make sufficient publicity and also to enlighten the workers with regard to the methods of working and with regard to the introduction of safety measures in the mines. The use of flameproof apparatus in the mines, particularly in gassy mines, should be made compulsory and obligatory on the part of the mine owner.

So far as the system of ventilation in mines is concerned, I would suggest that whenever any mine owner wants to make any change in the system of ventilation, if it is really of an important nature, *i.e.*, removal of a fan or introduction or fitting in of any other apparatus, previous permission of the Chief Mining Inspector should, I think, be necessary, so that the Chief Mining Inspector should get an opportunity of visiting that mine and advising the mine owner as to the possibility and efficacy of the introduction of the measure and how far it will help in providing ventilation in the mine.

These are the few suggestions which I venture to make because I feel that the hon. Minister, Shri Nanda, is always in favour of suggestions and he always thinks of improving conditions in the mines. I too feel that mining in India is going to occupy the most important position in our economic life in many more years to come and in our Second Five-Year Plan and in the subsequent Plans that we have proposed to undertake, we are going to give much more prominent place to the mines. Employment in the mining industry is going to increase. Today it is more than half a million and it is possible that by the end of the Second Plan period it may go up to eight lakhs. In the subsequent Plan periods it may increase by leaps and bounds, because we are undertaking to include many more coal mining areas in the public sector to increase the target of production so that we can get 60 million tons of coal by the year 1960-61. In view of this, I suggest that it is time that a national commission may be set up to go into the detailed working of the mining conditions in the country as a whole. Not only coal, but mica, manganese, iron and all these mines must be visited and the commission should suggest whether any improvement can be made so that efficiency of the workers as well as better health and safety measures can be provided in the mines in view of the latest developments in the country so far as mining is concerned.

Shri B. Das Gupta (Purulia): Mr. Deputy-Speaker, Sir, I will confine my remarks only to the coal mines. I have some direct knowledge about the coal mines and their working. To begin with, there are three categories of coal mines—one incline, another quarry and the other pit. I find that most of the accidents occur in the pit mines. About the reasons, my hon. friend Shri Panigrahi has spoken in detail. But, I think that some of the points which I am going to put forward may be seriously considered by the hon. Minister.

As regards the safety of mines, three parties are responsible: (i) the owner (ii) the manager and (iii) the Inspector of Mines. Practically speaking in my experience I have found in Jharia and Dhanbad coal fields, in most of the collieries, the mine owners do not observe the rules for the safety of the mines. As regards the Acts and Rules prescribed by the Government for the safety of mines, I have not much to say. If they are followed strictly and observed strictly, I think these accidents which are happening often, will not occur in the magnitude they are occurring now.

In my experience I have found that the managers are eager to introduce adequate measures for the safety of mines. In many cases, they are not able to do so, because to implement them, it requires money. If a mine owner wants to introduce all the safety measures which are required by the law, by the Acts and the Rules, it involves great expenditure. In most of the cases, the owners do not want to spend so much money for the safety of the mines. If the managers insist, they just say, see that any major accident does not happen. When the Inspector of mines goes to inspect the mines, if I may be permitted to say so without casting any aspersion on the Boiler Inspectors and the Inspectors of Mines, I may say that for obvious reasons, they also do not give their proper consideration and attention to the safety measures which a mine requires. That is why we find that accidents happen so often and so seriously.

I may just request the hon. Minister to have a Committee in order to inspect the working conditions of mines. If a committee is set up with proper persons, if an overall inspection of all the mines is made, it will be found that 90 per cent of the mines do not comply with the provisions regarding safety of mines. Except in some cases,—I may just mention particularly the mines managed by Tata Collieries and some of the European collieries—most of the mines are lacking in proper provisions. That is due to the negligence of the Inspector of Mines and the negligence of the owners in general.

As regards the managers, in most cases they are very keen regarding safety of mines. But, the difficulty for them is that the owners do not want to spend much for the safety of mines. That is the difficulty and the defect in the system. Regarding the law as it is, I may say that some trifling things may be taken into consideration. In some of the collieries naked lamps are not allowed, but in most of the collieries you will find that naked kerosene lamps are allowed. Even in the pit mines they are taken. I think there should be a strict law and strict regulation that no naked lamps should be taken within a colliery, whether it is an incline or a pit mine. I think this should be strictly observed and enforced so that no mine-owner will allow any naked lamp within the mines, because we cannot say when and where there is gas. We may find that there is no gas in a mine, but within a few hours we may find that there is gas and that is inflamed. The peculiarity of the coal mines is this that materials are inflammable, and if proper care is not taken, there is every chance, there is every likelihood of their catching fire any moment.

There is another point regarding depillaring. When a mine is being exhausted, naturally depillaring is resorted to, but before that sand-stowing is necessary. Without sand-stowing, depillaring is very dangerous in a mine because it may subside any moment. But, if proper inspection takes place, it will be found that in many cases sand-stowing is not before depillaring. That should be inspected. A committee or an instrument should be set up so that it is inspected very strictly and properly, because if a mine subsides, is destroyed, it means not only loss of human lives but also loss of national property.

So, in order to inspect these things, in order to do all these things in the right direction and in a proper manner, there should be set up a committee of experts, and representatives of labour should also be taken into the committee to inspect the mines, because the experts cannot always be vigilant regarding the mines. They will go sometimes and inspect the mines, but it requires constant vigilance and constant inspection by persons who really know what a mine is and what a safety measure should be.

[Shri B. Das Gupta]

I think if the hon. Minister takes into consideration at least these points and tries to implement them strictly, most of the accidents which we now find occurring now and then will end.

Shri Nanda: I think it is common ground so far as all sections of the House are concerned that we should devote the maximum care towards this problem of safety in mines. Every possible precaution should be taken. Rules should be made which are fully capable of meeting the situation, and arrangements should be made for inspection and check, which will leave no room for any avoidable accident. That is where we are all agreed. The question is whether in the conditions that obtain today these tests are being satisfied.

It has been acknowledged by the hon. Members who have spoken that in this country the accident rate, as compared with the figures for other countries, is considerably or appreciably lower. It is not that we can claim that our rates of fatal accidents are the lowest in the world, as has been pointed out already. I have got information before me that barring the United Kindom, our rates are very substantially lower than the rate or the frequency of fatal accidents in other countries. I have got before me here statistical data over a period of years for a number of countries. And I find the figure of 0·51 in 1957 for India, while the corresponding figure for USA is 2·8, and even in UK, for this year, the rate is higher than in India. That is a good thing· for the whole year of 1957, the information which has been compiled yields this conclusion that India today stands lowest in the matter of the frequency or the rate of frequency or the rate of fatal accidents.

Shri Naushir Bharucha (East Khandesh): What is the comparative coal production in those countries?

Shri Nanda: I shall come to that presently.

In the United States of America, for the same year, it is 2·8. I need not cite the figures for the other countries, but they are higher. That is a gratifying feature of the situation in this country. But I do not lay too much store by that for two reasons.

One of them is that we have in this country, still, conditions where we have not yet reached bigger depths in the mines. As our production will increase—and it is going to increase by leaps and bounds even in the course of the First and Second Plans and later on, very big targets have been fixed for ourselves—the conditions will become more hazardous. Therefore, although at present there is a satisfactory situation in that way, yet I cannot draw from this the solace that all is well with us. The degree of care which sufficed in the past will not at all be adequate in the future, considering the new conditions that are developing. But let us, at any rate, keep in view the facts as they are, and let us give some credit to those who are concerned with the administration of the safety measures in the mines. Of course, there may be things against them, and we may not feel happy about certain things which have occurred, and we would like to avoid them and prevent them, but, still, this is a position which has favourable features.

The other thing I want to say is that it is not only that the rate is very low, considerably lower than the rate for other countries, but, what is more significant, it has been steadily declining. In 1929 it was 1·17, in 1939, it was 1·23. Then it declined; later in 1954, it was 0·91, in 1955, 0·89, in 1956, 0·73 and in 1957, 0·51 I would like to convey to the administration that this is something which we appreciate, that the rate has been declining.

Now, we have to take into account the other factors. There have recently been two major disasters. There were also in the course of the last five years three such disasters. They have an impact of their own and we react to the situation then in a different way. Not that we were complacent before; I will not concede that. In every case of accident of that kind, inquiry is held. Now the rule is that inquiry is held in every case which involves death—loss of life. The report of the inquiry is very carefully examined. Lessons are drawn from it and effort is made to apply these lessons in order to reduce the hazards and risks of accident to the minimum for the future.

One proof of this is that a year ago a fresh set of mining regulations has been brought into force. It takes into account not only the experience gathered over the years in this country but makes use of the experience of other countries and also such documents as the hon. Member, Shri Nath Pai, referred to. Not that we were unaware of that, not that we had not known of that, but we are still grateful to him for his having reminded us about those things. As long as there is any number of accidents, however small, in our mines, we have to keep ourselves reminded of all the ways and possibilities, of all the measures that could be employed to reduce the incidence of those accidents. I thank him again for bringing to our notice some of the important things which have been taken notice of by such organisations as committees of the International Labour Office. I am particularly thankful to the hon. Member, Shri Panigrahi. He covered a very wide ground. He went into great detail and reminded us of a number of things which could be done. These are small things, matters of details regulations; all the same, they are very important. We are not unaware of those things. As a matter of fact, the mining regulations which are now in force do embody most of these things. If actually all the rules and regulations and safety measures that have been embodied in the regulations that have now been brought into force are applied, the rate of accidents would go down. I am absolutely sure it would fall below the level at which it stands now, because I know also that these regulations are not being fully adhered to. Various reports of Enquiry Committees bring to light that fact. We should have a proper, adequate, and effective inspection organisation. We have been improving that organisation. We found at some time that the number of inspections that could be made by our organisation was not sufficient and the number of inspectors has been increased. Therefore, the number of inspectors also has gone up. But, how many times can an inspector go and visit a mine? How often could that be done? There cannot be an inspector there every day in the mine. Therefore, the major responsibility is that of the employer. He has to carry out these rules.

It has been revealed in these enquiries that unfortunately there is a proportion of employers who do not take their obligations as seriously as they should. The latest enquiry report is that of the Central Bamra mine, which the hon. Members have not received. I just happened to see that report. The observations therein very prominently bring out this fact. It is said that in the ultimate analysis, it is really the employer whose duty it is to take the greatest care and to see that every possible measures is adopted for avoidance of these accidents. But, it is found also that in a number of cases, the precautions which have been laid down or enjoined on the employer are not being observed and the latest case, as I said, is a very illuminating illustration of its kind, that this accident was preventible. The causes that led to that, accident were very well understood. The mine owner was being asked to observe certain precautions and not to violate some of the instructions which had been given to them. And yet, it is very unfortunate that the

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calamity occurred because these precautions were not followed. Therefore, what has to be done?

The next step for the Administration is to launch prosecutions. The hon. Member is not satisfied with the fact that the number of prosecutions has increased. He says, it is no consolation to us that the number of prosecutions has increased. The number of accidents should not increase; but the number of prosecutions may increase as long as the number of accidents is going down. That means very effective administration. We would be happier still—and I agree with the hon. Member—if no prosecution has to be made. That means that we are able to persuade the employers or bring them to that frame of mind that they will fully carry out their obligations; and no prosecution has to be launched. Well and good. But, since these things occur, we should have prosecutions. I feel not only should we have quicker prosecutions but also the penalties may have to be made more drastic. I do not say anything immediately on this point for the reason that we are very soon going to have a conference of all concerned.

I may go back to the steps that we have taken recently and announced that we are contemplating. As soon as those two big disasters occurred, I rushed to those places. I immediately thought that a commission or committee—the kind of suggestion that has come from the hon. Member there—may be formed. But we know what happens in these committees and commissions. They take time. I thought that we should not allow any time to pass and we should immediately assume the responsibility for collecting all the advice that is available in this country from various sources: experts, workers, engineers and others and start applying whatever useful information and knowledge is available. We shall start making use of it and applying it immediately without waiting for the results which might come from a bigger enquiry in course of time, after several months. What we did was this. We had a steering group or committee. It met sometime back where a few persons, representatives of the various sections came together. We discussed at length. I do not know whether any hon. Member was present at that meeting. I think the hon. Mover of this motion was present at that time. It was a very useful discussion. It was a preliminary discussion. We settled our lines of further enquiry, collected all the information from all quarters, from those who happened to be conversant with the various aspects of this problem and then met and discussed these things with a view to arrive at practical conclusions and then to take action on those conclusions as soon as possible. I have left it open. If, in that conference, after we have examined all aspects of the question, all the proposals of the Ministry regarding the future course of action and so on, the hon. Member who participated still feel that a commission would be necessary, I personally would be quite willing to go ahead and to make arrangements for that and I would specially request the hon. Members who have made suggestions to attend that conference.

Shri Panigrahi: We should know the time.

Shri Nanda: I will let all the hon. Members know, particularly those who have taken part in these discussions, the date and shall also send the agenda and all the material on the subject so that we can go into those details there. I will not take up all those detailed points now.

Regarding some of the things which arose in the course of the discussion, some specific points, I shall briefly say this. I had given some information about the rate of fatel accidents. I had furnished very clearly the facts;

the rate of fatal accidents was declining in this country and it was very much lower than other countries. Dr. Ram Subhag Singh made a point. Although the rate of accidents generally might have fallen down, the number of deaths is very much larger. I have given the information regarding the rate of fatal accidents. Therefore, it covers that point. He went further and made a special point that in Jharia and Raniganj the rate was excessive. I requested for the information that the hon. Member had and then I had a comparison made. I find that even for these two areas the rate is not so very high.

Dr. Ram Subhag Singh: In 1954, the number of deaths that took place in Dhanbad was 97. In 1955, it went up to 138. In Raniganj also it has increased.

Shri Nanda: There may possibly be some inaccuracy in that information.

Shri Panigrahi: It is in the same report.

Shri Nanda: May I first give the information that I have? In Jharia, it was 0·75 in 1954, it rose to 1·11 in 1955 and in 1956 it came down to 0·64 —these figures are per thousand. In Raniganj it was 0·85 in 1955 and it was 0·79 in 1956. Therefore, though in one year it had risen at Jharia it again came down. This is the information that Ihave. If there is any kind of disparity in these figures, we will check it up.

Shri Nath Pai: I hope you do not seriously hold the view that the percentage is really the lowest in India. Twice that remark passed you—I was very cautious—and you gave us an impression that the percentage of fatal accidents in India is the lowest. We have conceded that it is among the lowest; but it is not the lowest, there are other countries which have a better record.

Shri Nanda: I did not say that it is the lowest.

Mr. Deputy-Speaker: The hon. Minister only said that 1957 happened to be an year when we were the lowest; not always.

Shri Nanda: He is right. There are one or two countries which have lower figures than in India in some earlier years. In the latest figures some countries have been cited and among them India is the lowest. There may be some countries which have not been cited and the figures of which may be still lower. As I said, this is not a point which we are stressing in a manner as if we are absolved of all further responsibilities because we have the lowest figure. I do not take that stand at all.

It has been said that certain precautions, certain uniforms, helmets etc. may cost something and the cost may be found to be burdensome. I do not think such things could at all be considered in any sense so burdensome that any employer or any mine owner who undertakes these operations should consider it as something outside his reach. If he can incur other costs, I believe, personally, that this should be the first charge on the operations—safety precautions of this kind. It may be that there may be some new devices, some new modernisation or mechanisation which may or may not be available to them, but nobody can say that he cannot afford the costs of these small things.

It was urged by many hon. Members, particularly Dr. Ram Subhag Singh—and I entirely agree with them—that it is a part of the worker himself in bringing about a steady diminution in the rate of accidents. This has not been done sufficiently so far—I concede that. But I find from the various proposals that we have before us that a film is being produced now and posters and other literature are being got ready. An instructional film in regard to safety in mines is under preparation. It will illustrate what should be done by the workers and owners to avoid accidents. Safety posters are also

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under preparation for distribution among mine owners. This is good enough, as far as it goes. But even this is not sufficient. I would like to have safety committees in every mine—not nominal committees as we have got works committees which won't function....

An Hon. Member: Which do not function at all.

Shri Nanda: How can they function if there is not adequate training arrangements preceding the appointment of a committee? They must know what they are expected to do. I think a very large programme of training will have to be undertaken where workers are made conscious of their own risks. Nobody wants to die, but an ordinary worker does not understand. Sometimes, since they do not have a very clear idea of the risks that they are incurring, they take risks. If the workers are properly educated and instructed in these matters, I know they will be more careful.

Shri D. C. Sharma (Gurdaspur): Who will educate them?

Shri Nanda: Education will partly be undertaken by the employers. But we would not wait for them. We will do that. We will undertake that. As I said, I hope that next time when I talk to the hon. Members on this subject I will be able to show some substantial advance in this direction, because they attach a very great deal of importance to this educational work and the setting up of safety committees. I may wait only till the time when this conference takes place so that it could give us practical directions as to the lines on which this work should be taken up, because the workers' representatives will be there, along with others. Very soon after that, this will be taken up.

Then the question of inspection was raised. The Mines Inspectorate has been strengthened, as I pointed out The strength has been raised from 37 to 73. Efforts are being made to fill all the vacancies. It is difficult to get some technical personnel and some of the places have not been filled. We asked the Public Service Commission again and again that we should have more personnel to fill the vacancies. I hope the position is improving, but more will have to be done in order that all these places are filled.

In 1945 the number of inspections made was 3,485. In 1957, the number of inspections was 7,667. More stress is now being laid on inspections during afternoon and night shifts when supervision is likely to be less.

Then, specially two posts of regional inspectors for dealing with special problems such as dust hazards, gas, strata control, etc., have been created and the posts have been filled up. I am just giving this information to indicate that there is a realisation of the grave risks that are inherent in this kind of operations. The risks will not be totally eliminated, even when all the rules have been carried out, because there is an element of great uncertainty about these things. But still, a very substantial reduction can take place if all these things are done.

Regarding frequency of inspection, hon. Members have made some suggestions. The following frequency of inspection has been laid down. The inspections per year in non-coal mines and third class mines. Four inspections per year in first and second class coal mines and six inspections per year in gassy mines. These provisions will be fully enforced as soon as the full compement of staff is recruited.

Shri Nath Pai: What about making it obligatory on every mine to appoint its own security officers for safety? I am not referring to the other forms of security.

Shri Nanda: Every mine should have an arrangement of some kind where a person is responsible particularly for this work. Maybe, a small mine may not be able to have a special officer for that purpose, but there should be one or two persons who are expected to take special care of this aspect of their responsibilities. The manager is responsible, but the manager cannot do everything. He will have to assign certain other responsibilities to other people.

Mention was made about rescue organisation by Shri Nath Pai. I personally have seen those rescue stations. I saw them at work. I saw a demonstration also. I can inform the hon. Members and the House that it is a fine organisation. It has rendered very, very good work, excellent work, creditable work, in the various emergencies which arose. I would like to pay my tribute to them. It is not on paper. It is there. I request the hon. Members to go and see. They run grave risks, and they are doing their job very well.

17 hrs.

As I stated before, since in a very short time we are going to have a very close look into the whole subject and as every aspect of this problem is going to be examined carefully with the help of all those who can make any useful contribution, and as it is not going to be very far away—I mean this process—I would not take the time of the House in dealing with all the detailed suggestions. But I may repeat the request that if any hon. Member, who may or may not have spoken now, has anything else to urge or suggest, he may join those discussions or write to us his views, ideas and suggestions, because the matter is so vital and we would like to draw upon the experience not only of the country throughtout, but of foreign experts also, whom we are going to invite, either at the time of the discussions or later on, for devising remedial measures for the future. I want to say to the hon. Members who have spoken today that there is no kind of difference, either in outlook or approach or appreciation of the requirements of the situation and its urgency. It is our duty to do our best to see that every single life is saved and there is the maximum of safety available in all the coal mines.

Dr. Ram Subhag Singh: I can appreciate the reply of the hon. Minister. But I want to say something about two or three points which he made in his reply. He said that it is not possible for the Inspector of Mines to remain in the mines every day. When I said about the inspector, I did not mean that the Government Inspector should remain in the mines every day. What I meant was that no inspection is made and that the quality of the inspection should be such that it may encourage the people there. It should not be in the nature of a bogus enquiry. That is what I said.

Shri Nanda: That is right.

Dr. Ram Subhag Singh: Sometimes inspections are made on paper and the Inspectors do not even go inside the mines. Without going they just submit their reports to their superior offiecers.

Reference was made to the UPSC and it was stated that it is difficult to recruit proper personnel in the required time. I do not know whether the suggestion will be acceptable But I think a very useful service will be rendered to the miners if the hon. Minister takes some interest in appointing such of the miners as are interested in rescue work for rescuing the miners, because the miners who are working in the mines are interested in the rescue work. They will be very useful, if they are taken in the rescue organisation.

I quite agree that in demonstration the rescue organisation presents a very wonderful view. But we are interested in rescuing the miners who are trapped in the inundated mines or who are being burnt. They should be saved in time; their lives should

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be saved. I have noticed several instances where the personnel of the rescue organisation did not reach the place in time. For instance, if the accident occurs at 5 P.M. and if they reach there at 6 P.M. by the latest, many of the lives could be saved. But that happens very seldom. I hope the hon. Minister will look into it and see that even in minor points the rules are observed.

Shri Nanda: Has the hon. Member any specific instance in mind? If so, I would like to go into it.

Mr. Deputy-Speaker: The hon. Member may convey it to the Minister.

17·05 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on ***Friday, the*** *9th May,* 1958.

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[*8th May, 1958*]

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3641.	Transport facilities	13990-91

APERS LAID ON THE TABLE

13991-93

The following papers were laid on the Table :—

(1) A copy of the Memorandum on 'Appraisal and Prospects of the Second Five Year Plan'

(2) A copy each of five statements showing the action taken by the Government on various assurances, promises and undertakings given during various sessions . .

(3) A copy of the statement containing replies to certain memoranda received from members in connection with Demands for Grants (Railways) 1958-59 . .

(4) A copy each of four Notifications under Section 3 of the Essential Commodities Act, 1955 . . .

DIRECTIONS BY THE SPEAKER UNDER THE RULES OF PROCEDURE LAID ON THE TABLE—

13993

A copy each of Directions Nos. 52A and 113A and an amendment to Direction No. 47B issued by the Speaker under the Rules of Procedure and Conduct of Business in Lok Sabha was laid on the Table

Subject COLUMNS

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

13993

The Minutes of the sittings (Fourteenth to Twenty-third) of the Committee on Private Members' Bills and Resolutions held during the Fourth Session were laid on the Table . . .

COMMITTEE ON ABSENCE OF MEMBERS

13993

The Minutes of the sittings (Fifth to Seventh)of the committee on absence of Members from the Sittings of the House held during the Fourth Session were laid on the Table . . .

MESSAGES FROM RAJYA SABHA

13994-95

Secretary reported the following messages from Rajya Sabha :—

(1) That at its sitting held on the 6th May, 1958, Rajya Sabha had agreed without any amendment to the Indian Oaths (Amendment) Bill, 1958 passed by Lok Sabha on the 26th April, 1958. . . . .

(2) That at its sitting held on the 6th may, 1958, Rajya Sabha had agreed without any amendment to the Hyderabad Securities Contracts Regulation (Repeal) Bill, 1958 passed by Lok Sabha on the 29th April, 1958 . . . .

(3) That at its sitting held on the 6th May, 1958 Rajya Sabha had agreed without any amendment to the Mines and Minerals (Regulation and Development) Amendment Bill, 1958 passed by Lok Sabha on the 30th April, 1958 . . . .

(4) That Rajya Sabha had no recommendations to make to Lok Sabha in regard to the Appropriation (No. 3) Bill, 1958 passed by Lok Sabha on the 2nd May, 1958 . . . .

REPORT OF ESTIMATES COMMITTEE PRESENTED

13995

Twenty third Report was presented

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REPORT OF PUBLIC ACCOUNTS COMMITTEE PRESENTED	13995
Sixth Report was Presented	
REPORT OF COMMITTEE ON PETITIONS . .	13995
Third Report was presented	
STATEMENT BY THE MINISTER OF DEFENCE	13995—97
The Minister of Defence (Shri V. K. Krishna Menon) made a further statement regarding the crash of an I.A.F. Liberator type aircraft near Coimbatore on the 5th February, 1958 . .	
DISCUSSION ON MATTER OF URGENT PUBLIC IMPORTANCE	13997—14026
Shri T.C.N. Menon raised a discussion on the deaths due to food poisoning in the Kerala State . . .	
Shri V.K. Krishna Menon replied to the debate .	
MOTIONS RE: ANNUAL REPORTS OF EMPLOYEES STATE INSURANCE CORPORATION	14027—75
Shri T.C.N. Menon moved the following motions :—	
(i) "That the Annual Reports of the Employees State Insurance Corporation for the Years 1954-55 and 1955-56 laid on the Table of the House on the 17th August, 1957 and the 13th September, 1957, respectiyely be taken into consideration."	
(ii) "That the Annual Report of the Employees State Insurance Corporation for 1956-57 be taken into consideration." . .	
Shri T.C.N. Menon replied to the debate . . .	
DISCUSSION ON MATTER OF URGENT PUBLIC IMPORTANCE	14075—116
Dr. Ram Subhag Singh raised a discussion on the proper inspection of working conditions of mines in the country for preventing explosions and flooding . . .	
Shri Gulzarilal Nanda replied to the debate . . .	
AGENDA FOR FRIDAY, THE 9TH MAY, 1958.	14116
All India Services (Amendment) Bill, 1958 to be introduced	